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SHANGHAI, SUNDAY, AUGUST 19, 1917

大正四年八月十九日

20 CENTS

BRITAIN IS SAFE TILL 1919 ASSERTS MR. LLOYD GEORGE

Lost 560,000 Tons Ship-
ping in April; 175,000
Monthly Now

URGES PATIENCE

Now Is Supreme Hour, Pre-
mier Says, with All In
Favor of Allies

(Reuter's Agency War Service)
London, August 16.—Mr. Lloyd George made an important speech in the House of Commons, today, in which he dealt with several aspects of the war situation. He first referred to the food position, which, he said, has very considerably improved since early in the year. In August, last year, there was a stock of 6,500,000 quarters of wheat in the country and now there were 8,500,000 quarters. The stocks of oats and barley were also higher.

There had been a considerable saving in the consumption of bread, while the acreage under cultivation had been increased by 1,000,000 acres. If the harvest was good, as it promised to be, then the condition of the country with regard to food supplies, taking everything into account, was very satisfactory.

There was still urgent need for economy, however, because, the more they economized, the less they would need from Canada and the United States, from which France and Italy also drew supplies. There was an increase in the reserve of sugar. Eight thousand tractors would be available for cultivation in the Spring.

Shipping Losses
The German Admiralty, he remarked, had been circulating figures throughout the Central Empires concerning the amount of shipping destroyed by submarines, with the object of cheering up the Austrians and Germans by creating the impression that Britain would not be able to last much longer. "The Germans claim that we are losing 500,000 tons of shipping a month, after allowing for new construction. We lost 560,000 tons gross in April, but our gross losses in July were reduced to 320,000.

"August looked like being better. If the present improvement continues, the net loss for July and August will be at the rate of 175,000 tons a month. These figures show that the Admiralty is meeting with considerable success. "The Shipping Controller has so re-organized shipping, by means of better loading and hiring ships more quickly and taking ships off longer voyages, that he has been able to secure that, although we have diminished tonnage, we are carrying more tons.

Building Is Quickening
"The building of ships is quickening, while many ships have been ordered from abroad. Six hundred and eighty-eight thousand tons of merchant shipping was built in Great Britain during 1915, 538,000 tons in 1916 and 480,000 tons during the first six months of 1917. During the last six months of 1917, 1,420,000 tons of merchant shipping will be acquired by Great Britain, of which 1,100,000 tons will have been built in Great Britain, making the total for the year 1,900,000 tons, besides the large construction of ships for the navy."

The Premier said that he believed their losses of shipping would decrease and he was certain that the rate of construction would increase. They still needed more shipping, but, if the United States exerted herself to her full capacity, as doubtless she was preparing to do, they should have sufficient tonnage, not only for the whole of 1918, but, if necessary, for 1919.

Dealing with the military situation, the Premier said that he anticipated this year a great converging movement against their foes. Russia was equipped for that movement as never before. The nippers were beginning to grip, but one claw of the nippers was out of repair for the moment and, therefore, they had not attained the converging pressure anticipated, but things were mending. The situation in Russia was very difficult, hence he

(Continued on Page 3)

Nearly 3,000 Germans Are Captured in Great Battle; Allies Progress Everywhere

British Push Beyond Langemarck Into German Trenches;
Repulse Many Counter-Attacks

(Reuter's Agency War Service)
London, August 17.—Field Marshal Sir Douglas Haig reported yesterday: The Allies, this morning, again attacked on a wide front, east and north of Ypres. Heavy fighting is proceeding. We are making progress at all points on our front of attack, despite a stubborn resistance. We repulsed three more counter-attacks, last night, against our new positions on the Lens battle-front. Our artillery broke up a concentration of the enemy near Cite St. Auguste.

Eighteen hundred prisoners taken in this attack have already been brought in. We again made progress eastward of Loos. We have taken 896 prisoners since yesterday on this front.

Our aeroplanes effectively co-operated yesterday, using their machine-guns against the enemy's troops making counter-attacks. We brought down 12 enemy machines and drove down four. Three of ours are missing. Excellent work was done today by our aircraft. Sir Douglas Haig reported today: The enemy twice made counter-attacks, last night, against our new positions eastward of Loos, in the direction of Cite St. Auguste. Their second attempt pressed back our line slightly at some points, but our counter-attack restored the positions. We repulsed a further counter-attack, taking some prisoners.

There was mutual artillery activity eastward of Ypres.

Nine Miles Battle Front
Sir Douglas Haig reported in the evening: The attack of the Allies on a front of nine miles, northward of the Ypres to Menin road, continued the whole day long, in face of a strong resistance. On our left, the French advanced astride the Zuysscheote to Dixmude road, clearing the tongue of land between the Yser Canal and Martijevaart and captured the bridgehead at Drei Grashefen.

In the center, the British rapidly captured their first objectives, carried Langemarck after heavy fighting and advanced half-a-mile beyond and established themselves in the German trench-system, the final objective for the day.

There has been fierce and continuous fighting on our right for the high ground northward of the Menin road. The enemy repeatedly delivered counter-attacks with heavy forces and pressed us back from part of the ground won earlier in the day. In the evening, our artillery

very broke up counter-attacks in this neighborhood.

The German official communique, wireless yesterday evening reported: "In Flanders we shattered an assault made on a front of thirty kilometers. The enemy obtained only local successes at Driegacht and Langemarck. We completely repulsed the enemy everywhere between St. Julien and Warneton. British Progress Everywhere"

Reuter's correspondent at British headquarters wired yesterday evening:—In continuous, chiefly bitter fighting, we made progress throughout the day along the front of our renewed offensive.

The joint attack made by the Anglo-French forces appears to have been successful, but the situation on the right flank is a little obscure. The troops hereabouts were moving towards the Polygon-de-Zonnebeke, but the Germans have been delivering some very heavy counter-attacks there.

Further north, we have unquestionably done very well. Langemarck is reported to be well in our hands and the fighting is well beyond that village.

Mention of Langemarck recalls the first battle of Ypres, when the 3rd Brigade met the 27th (German) Division, advancing with their arms linked, in the consciousness of their overwhelming superiority. On that occasion, our machine-gun fire so cut them up that even our soldiers were nauseated by the slaughter. All Fight Desperately

Both sides are fighting desperately in the neighborhood of Glencorse Wood, a strong tactical point. Our infantry loudly praise the almost silent precision of our artillery barrage.

One of the worst experiences befalling the German counter-attacks was when our guns put down a curtain of fire behind the assaulting waves of German troops and then headed them off with a creeping whirlwind barrage. Machine-guns represented the chief difficulty with which we had to contend. The Boche artillery appears to have afforded rather erratic support to the German troops.

Zonnebeke redoubt was the scene of fierce fighting today. Picked storm-troops have chiefly been used to deliver counter-attacks. The French have continued to progress well, but their movement is mainly designed to conform with our attacks.

Worse Than The Somme
The fighting in Flanders is very heavy and very desperate. Correspondent

(Continued on Page 3)

PLANES SUCCESSFULLY RAID GERMAN DEPOTS

Many Tons Of Bombs Dropped
On Stations And Aerodromes;
All Machines Safe

(Reuter's Agency War Service)
London, August 17.—The Admiralty announces that naval aeroplanes carried out a series of raids, yesterday and dropped many tons of bombs on the railway-station at Ostend and Thourout and the aerodrome at Ghistelles, causing fires. They also attacked the aerodromes at Engel and Uytkerke and road-transports by aeroplane gun-fire. All our machines returned.

10,000 See Canton's Education Exhibition

Third Annual Conference Proving Great Success; Politics Are Excluded

Reuter's Pacific Service to The China Press
Canton, August 17.—The third annual Kwangtung educational conference opened yesterday for a session which will last till the 25th. Delegates from every district are present, while nearly 10,000 people attended the exhibition in Canton city held in connection with the conference. Speakers at the conference are abstaining from any mention of politics.

LAST SEAL IS AFFIXED TO THE GERMAN CLUB

Lock Turned After Secretary
And Members Move Their
Belongings

The German Club became a memory at 6 o'clock last evening. The last door was shut and the last seal affixed at that time.

Permission had been given the resident members and the secretary of the club to get their personal belongings out before then, but by 6 the club was locked up.

There were reports in the Settlement yesterday that more German and Austrian institutions would be closed, and one report that all the hongs would be sealed, but at the Bureau of Foreign Affairs it was said no further steps would be taken until instructions come from Peking. It is possible, however, that instructions to that effect may come at any time.

A. W. Sorms, the German Customs Service man, who was turned over to the Mixed Court by the Dutch Consulate, was brought up before the Japanese Assessor yesterday on a charge of embezzling \$1,795 from the Chinese government.

Mr. R. F. C. Master appeared to prosecute on behalf of the Customs and Dr. O. S. Fischer represented the accused. At the request of Mr. Master a remand was granted for a week.

How The Aeroplane Aids The Submarine



An exceptional photograph, made in the North Sea, showing the pilot of a German aeroplane stepping aboard a German submarine, doubtless to deliver despatches.

Strategical Reasons Force Rumanians To New Battle Position

Beat Back German Attacks In
Suchitza Valley; Turks
Also Driven Off

(Reuter's Agency War Service)

London, August 16.—(By wireless).—A Russian official communique reports: For strategical reasons, the Rumanians withdrew towards Soveja, taking up a new line. They repulsed the enemy's attacks in the valley of the Suchitza.

The Germans renewed their offensive in the direction of Pocosany. The Russo-Rumanian forces retired in a north-easterly direction.

The Turks, together with several thousand Kurds, took the offensive on Tuesday, in the direction of Kharput. They were repulsed everywhere, except in the region of Mount Salbusadagh.

An enemy mine has destroyed one of our torpedo-boats in the Aland Archipelago.

SZECHUEN AFFAIRS

Reuter's Pacific Service to The China Press

Peking, August 18.—According to telegrams from various sources received during the past few days, both the Szechuenese and the Yunnanese appear to have abandoned hostilities and to be endeavoring to come to terms. It is stated that the Yunnanese proposed an armistice, pending a settlement, but the Szechuenese, owing to their former experiences, do not believe that the Yunnanese intend to abandon their attempt to secure control of Szechuen and regard the proposal as a plot to gain time to recover from their recent reverses and the Szechuenese troops are being urged to disregard the proposal for an armistice and to drive the Yunnanese from Szechuen.

The assassination of General Tai Kan by Szechuenese soldiers is officially confirmed. A mandate expresses appreciation of his services, deeply regrets his death and gives him the posthumous rank of General. The family also will be given an allowance, while the Ministry of Finance has been instructed to appropriate \$10,000 for his funeral expenses.

In conclusion, the mandate orders Tschun Chow Tao-kang to ascertain the actual commander of the troops who killed General Tai Kan. "If their commander was Liu Tsun-hao, he shall be made answerable for his crime and, as soon as the investigation has been completed, the Central Government will mete out the severest punishment, without leniency."

Turks Come to Terms On Prisoners of War

(Reuter's Agency War Service)

London, August 16.—In the House of Lords, today, Lord Derby, the Secretary of State for War, announced that Turkey has agreed to a conference on the subject of prisoners-of-war in Switzerland.

Eight Countries Support China's War Declaration

Holland Joins With Allies And U. S. In Friendly
Wishes; King George Congratulates

(Reuter's Agency War Service)

Peking, August 18.—So far the

Waichiaopu has received replies to its

Notes concerning the declaration of

war against Germany and Austria

from Great Britain, the United States,

France, Russia, Japan, Italy, Belgium

and Holland. The replies of the Allied

Ministers contain the following assur-

ance in almost identical terms:

"My Government have pleasure in

assuring the Chinese Government of

their solidarity, friendship and support

My Government will do all that

depends upon it in order that China

may enjoy in her international rela-

tions the position and regard due to

a great country."

The following is the text of King

George's telegram to President Feng

Kuo-chang: "I have learnt with great

satisfaction of the entry of China into

the war on the side of the Allies and

desire to offer you my cordial con-

gratulations on the decision of the

great Republic over which you pre-

sided to associate herself with the

countries which are combined

against the aggressive policy of the

Central Powers. George."

President Feng Kuo-chang re-

plied: "Please accept my sincere

thanks for your telegram of con-

gratulation on China's entry into the

war against the common enemy of

the world. China, as has been uni-

versally recognised, is a nation

standing for peace. Now, for the

sake of justice and humanity, I, on

behalf of the people and the Govern-

ment, have the pleasure to assure

Your Majesty that we, in concert

with the friendly Powers, confronted

with our common enemy, will ear-

nestly endeavor in the direction of

the restoration of peace in order to

attain the object of the war. Feng

Kuo-chang."

Paris, August 18.—The French

press welcomes sympathetically the

news of the declaration of war on

Germany and Austria by China. M.

Gerard, the former French Am-

bassador, writes in Le Petit Journal:

"The country of Confucius, the great

land where, twenty-five centuries

ago, the doctrine identifying the

public morality of the State and

private morality was proclaimed,

could not choose but range herself,

in the struggle of civilization and

justice against barbarism, on the

CENTRAL EMPIRES AND NEUTRALS ARE ON VATICAN'S SIDE

Allies Maintain Attitude
Of Reserve Regarding
Peace Proposals

JAPANESE OBJECT

'Treacherous Scheme To
Estrange Britain From
Her Allies'

(Reuter's Agency War Service)

London, August 17.—The Vatican has been assured that Berlin and Vienna and neutrals support the Pope's proposals. The Allies maintain an attitude of reserve.

The German press professes disinclination to accept the Pope's proposals until the full text is available, but it is obvious that the step is very much welcomed and much anxious curiosity is manifested regarding the attitude of the Allies.

The semi-official Cologne Gazette says that it would not be right to reject the Pope's proposal and logic prescribes that Germany should enter the path indicated by the Pope.

The Italian press hopes that the voice of the Pope will be accompanied by an unceasing Allied bombardment from Flanders to Trieste. It expects that the Central Powers will now be obliged to reveal their terms of peace.

New York, August 17.—Sentiment in the United States, as reflected in the principal newspapers, continues to indicate that there is little hope of concrete results from the Pope's proposals. The Boston Transcript says that the suggestion that the great nations of the world should buy back the mutilated victims of German greed, arrogance and aggression by restoring Germany's colonies and allowing the guilty German Government to go Soot free is too sinister for consideration on this side of the Atlantic, even when the suggestion comes in good faith from the Vatican.

The Washington Post writes: "Humanity shares with the Pope the feeling of horror over such bloodshed and desolation. It is to put a stop to it for ever that humanity refuses to compromise with the German murder system."

The Philadelphia Inquirer says that offers of peace that the Allies can consider seriously must come from Berlin and must include the repudiation of the Hohenzollern autocracy.

The New York Herald declares that the capture of Hill 70 is the finest peace move that has happened since the notable British advance at Wytschaete and drives home to the people of Germany that Hindenburg's impregnability is not impregnable. Magnificent work is being done in the cause of peace by the British army in the vicinity of Lens. "Each day that passes brings us nearer peace, not because of anybody's peace talk and peace proposals, but because the armies of civilization are driving hard for peace."

Osaka, August 18.—The Pope's peace proposals have had little effect on the markets and are regarded as premature. The Osaka Mainichi severely criticises the proposals, declaring that His Holiness has condescended to become the tool of militarism and his action is condemned as a treacherous scheme to estrange Great Britain from the rest of the Allies.

Music For Tomorrow

The following program will, weather permitting, be played by the Band in the Public Garden, tomorrow, beginning at 5.30 p.m.:—

1. March, "Military Cadets" Sousa
 2. Overture, "Semiramide" Rossini
 3. Waltz, "Vision de Salome" Joyce
 4. Selection, "The Earl and the Girl"Caryl
 5. Song, "The Star of Bethlehem" Adams
 6. Selection, "Mignon"Thomas
- A. de Kryger,
Conductor-in-charge.

News Brevities

Among those who returned from Japan yesterday were Mr. and Mrs. E. C. Pearce, Mr. R. F. C. Master and Captain Hilton-Johnson.

The launching ceremonies for the Asiatic Petroleum Company steamer An Lan will be held Tuesday afternoon at 3.30 at the dock of the Kiangnan Dock and Engineering Works, which built the vessel. Mrs. Skinner Turner will christen the ship. Tenders will be at the Customs Jetty at 3 o'clock to convey guests to the works.

The U. S. gunboat Monocacy left yesterday for up-river. Nothing definite has yet been heard as to when some of the other American ships will be in.

The first of a series of "educational" advertisements drawn up by Messrs. Gande, Price and Co., appears in today's issue of THE CHINA PRESS.

H. S. Honigsberg and Co., Inc., have acquired the premises at 23 Medhurst Road, known as the "Motor House." Extensive alterations and improvements are being effected, and the premises will be known as the "Honigsberg Service Station." Full particulars of this new enterprise will appear in next Sunday's THE CHINA PRESS.

The Shanghai Horse Bazaar and Motor Co., Ltd., announces a public auction of motor-cars to be held on Wednesday. Full particulars will be found in the advertisement appearing in this issue.

An appeal for funds for the relief of the sufferers in fourteen difficult cities in China recently affected by the immense flood, caused by the overflow of the Yungting River was made to the local branch of the Red Cross Society on Peking Road by Tschun Tsao Kun of Chihli. A meeting was called by President Shen Tung-ho yesterday and it was decided to send \$1,000 immediately and remit further installments later.

Four Teuton members of the staff of the Whangpoo Conservancy Board were discharged yesterday with their salaries paid up to date.

A. von Rostorp, the ex-Austrian Minister, it is reported, will come to Shanghai soon, and make a thorough investigation of the recent shooting of the Austrian, Maracek, at the local Austrian Consulate.

Admiral Sah Chen-ping is expected to arrive at Shanghai in a few days to decide with the local officials upon the disposal of German and Austrian boats interned here.

Nearly 3,000 Germans Captured

(Continued from Page 1)

pondents say that the bath of blood is worse than at the Somme. The Germans are frantically throwing in whole divisions of troops in their vain attempts to retake the positions they have lost. Their attacks are likened to the outgoing tide: the waves are still heavy but each collapses behind its predecessor. One came within ten yards of our line before it withered under our machine-gun fire. The losses suffered by the enemy in their counter-attacks at Hill 70 were particularly heavy. Boys of 17 were mown down wholesale.

The Allies have been very unlucky in the matter of weather. The advance at Langemark was carried out through floods. Men sank to their waists in mud, though using their rifles as supports, and many had to be hauled out by their comrades, but all these difficulties were ultimately surmounted and the enemy fled when the British closed round the ruins. Our captures included a colonel, who, nerve-shaken and rejected, admitted that his losses had been very heavy.

The fighting yesterday marks the fifth successful offensive since January 1. Each has meant the loss of a dominating height to the Germans, who now hold only Aubers Ridge, west of Lille. This has not yet been attacked.

French Progress
Paris, August 17.—The official communique issued yesterday evening reported: In Belgium, our attack successfully continued. Our infantry broke the resistance of the enemy west of the Steenbeek brook and, progressing in conjunction with the British, captured all the enemy's positions. Over three hundred prisoners and considerable material has been captured.

Both artilleries have been active in the regions of Laffaux and Hurtebise. The Germans have set fire to St. Quentin Cathedral, which has been burning for several hours.

ISHII SEEKING NEW TREATY WITH U. S.?

Japan Wishes To Revise Root-Takahira Agreement, Thinks Nichi Nichi

Tokyo, August 11.—While no official statement can be obtained as to the details of the mission of Viscount Ishii who is now on his way to America, the Nichi Nichi Shimbun reports that one of chief objects of the mission is to supplement the Root-Takahira Agreement with more clauses or to revise it and make a new agreement. Th Nichi Nichi says further that as the world war progresses there have arisen great changes in the balance of power on the Pacific Ocean. If let alone, there may result international complications after the war. Misunderstanding after misunderstanding may be created. Thus it is expected that Viscount Ishii's visit in America will result in a perfect understanding between the two nations.

Either official documents will be exchanged, according to the plan which the Nichi Nichi report says is in the mind of the Japanese Government authorities, or supplementary agreement will be made to the Root-Takahira pact. This point has not yet been decided upon. At any rate, the Nichi Nichi is assured that a new convention will be negotiated for between the two nations at this opportunity.

The Root-Takahira Agreement entered into in 1908 only dealt with the question of maintenance of the status quo at that time on the Pacific Ocean, and of equality of commercial opportunity in China. Today the situation has changed after the effects of the great world war have been felt, so that the Root-Takahira Agreement is altogether an obsolete one. There is need for changes and modifications.

From the point of view of humanity and justice, the report says should German possessions be left on the Pacific Ocean, the declaration of war by Japan and America against Germany will become meaningless. Should perchance Germany recover her lost prestige in the Pacific Ocean and establish her base of submarine operations here, the commerce of America and Japan be menaced with destruction, the two nations will suffer.

So America, the Nichi Nichi is assured, will not object to Japan permanently occupying the German possessions which were occupied by the Japanese navy in the Pacific, because of the need of maintaining the permanent peace of the two countries Japan and America. It is understood by the Nichi Nichi that the new agreement will deal with these questions.

Hindenburg's Nephew Invents For America

New York, August 6.—Mr. Paul Shlick, a graduate of Yale University, has presented to the United States government an invention to combat the submarine, which he has made recently. He was born in St. Paul, Minnesota. His father is a business man there, and his mother is a younger sister of Marshal von Hindenburg, Chief of the German General Staff. Mr. Shlick who volunteered his service to the United States navy sometime ago, is now serving on an American warship in European waters.

TRENCH TALES

"I got it in both legs before we reached the German lines," a youthful Australian was relating his experience at Vimy Ridge, "but, Glory be to God, I fell into 2 shell-hole and lay down as snug as you please in a clever place. I lay there for hours and I heard a great roarin' noise comin' near me. I knew it was a tank and I prayed it would not come near me, me bein' hid in the shell-hole. But I heard it go roarin' past quite near and then it got stuck, and I could hear it fightin' and strugglin' to get clear. I never saw it."

"Later in the day, a lad I knew came by, slightly wounded. 'Hullo, Peter,' says he, when he saw me in the hole. 'For God's sake have you a water bottle with you?' says I. 'Me legs is both broke and I can't move to get a grip of mine.' He threw me down his water-bottle and it bein' full of rum and water, it kept me goin'. Then it began to rain, and another lad, passin' by, saw me and threw me down a waterproof sheet. Late at night the stretcher-bearers got me. So they were all Good Samaritans, the way they helped, them that saw me lyin' by the wayside."

Tells How To Destroy Worn Out U.S. Flags

A while ago every patriotic American citizen was urged to get a flag; now the Government comes forward with a timely suggestion of how properly to get rid of worn-out flags. That is a problem that has bothered many. The tattered flags couldn't be thrown in the garbage can, couldn't be sold for old rags, and couldn't be used for anything else without danger of arrest for desecration. The adjutant general of the army now offers a suggestion. He says: Old or worn-out flags should not be used either for banners or for any secondary purpose. When a flag is in such a condition that it is no longer a fitting emblem or display, it should not be cast aside nor used in any way that might be viewed as disrespectful to the national colors, but should be destroyed as a whole, privately, preferably by burning or by some other method lacking in any suggestion of irreverence or disrespect due the emblem representing our country.

FIVE CHINESE STUDENTS NOT ALLOWED TO SAIL

Held Back At Last Minute By Ship's Surgeon Despite Medical Certificates

Five of the Chinese students who were to sail for the United States on the Venezuela yesterday were held up at the last moment by the ship's surgeon on the ground that they might have trachoma.

All the students in the party had had medical examinations and been given certificates by two doctors in Shanghai, but the ship's surgeon examined them all over again and refused to take along five of them. He expressed his belief that they had the disease.

Consul General Sammons was called to the Jetty, where the launch was waiting, and sought to have all the students taken. The ship's surgeon agreed to pass several of whom he was uncertain, on condition that a bond be deposited here to cover the ship's liability if the men were found to have trachoma. According to the new American law, a ship company is liable to fine if it brings to America passengers suffering from the dreaded eye disease.

Five, however, he refused to take, including one girl. These will be re-examined this week. It is hoped to get them ready to sail by the next steamer for America.

Britain Is Safe Says Lloyd George

(Continued from Page 1)

depreciated discussion of the domestic politics of Russia.

Wouldn't Change Positions
"Despite our difficulties and troubles, at the end of three years, when every country must feel exhausted, I would not exchange our military position with that of the enemy today. The best the enemy can do in a year, when practically their most powerful opponent at the beginning of the war is momentarily paralysed by internal difficulties, is barely to hold her own against the attacks of the British and French and she is not quite doing it. On the contrary, in that year she has been beaten in several great battles, with severe losses and hundreds of her guns have been captured, which is not a bad test of winning or losing a battle—and that when Russia is practically out of the campaign."

"When the Russians have recovered and America is really in, the enemy will have something to think about. The present moment is the hour of their difficulty. Our difficulties will diminish and our power increase. Their difficulties will increase and their power diminish—and they know it."

The Premier proceeded to read a telegram from the front, regarding the latest offensive, which, he said, was not intended to be a big operation. The telegram stated that severe fighting continued, the result of which had not yet been determined. The French were effectively co-operating

with the British, while the Canadian infantry had won a conspicuous success. It then mentioned the capture of Langemark that morning.

The Supreme Hour
Mr. Lloyd George, concluding, said: "This is the supreme hour for patience, courage, endurance, hope and unity. Let us go through this hour with the old temper of our race. That will enable us to destroy a great military despotism, so that, next year, we and the world shall begin to reap the fruits of our valor."

Mr. Asquith, who followed the Premier, said that they could survey the scene, not with complacency, after what had happened in Russia, but with satisfaction so far as their own efforts were concerned. What had happened in Russia had frustrated one great military purpose of the Allies, but they hoped that Russia would soon resume her full share of the common task.

Mr. Ramsay MacDonald pressed the Government to reconsider its attitude towards the Socialist Conference at Stockholm. He argued that M. Kerensky, the Russian Premier, favored the conference.

Russia's Views
Mr. A. Bonar Law, in reply, denied the truth of the insinuation that M. Kerensky's telegram, stating the attitude of the Russian Provisional Government towards the Stockholm Conference, was the result of a fishing message sent by the British Government.

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If your money is not earning seven per cent, it is not invested as profitably as it should be. These are times demanding the greatest economy and requiring that the greatest care be taken to secure safe and profitable investment for all money not required for immediate use. If your money is not profitably invested, if it is not giving you 7 per cent, write us for investment information.

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We have for sale in amounts of \$100 or more Preference Shares paying interest at 7% per annum.

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HOUSES TO LET

Near French Park. Containing five rooms, three bedrooms, two bathrooms with latest modern fittings, garden, tennis, etc. Tls. 125.00 per month from October 1st.

HOUSES FOR SALE

On Route Vallon, containing dining and drawing rooms, large halls, 4 bedrooms with built in closets and cupboards, 3 tiled bathrooms with latest modern fittings, large veranda and servants' quarters, garden, tennis, etc. Tls. 25,000.

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At 77 Route Vallon including Light, Water and Quarters for Chauffeurs. Tls. 10 per month.

OFFICES TO LET

One room at 15 Nanking Road. Two rooms at 15 Nanking Road. One office flat of three large rooms at 15 Nanking Road.

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Raven Trust Co., Ltd.

SHANGHAI.

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I should like information on the subject against which I have marked a cross (X).

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<input type="checkbox"/>	Fire Insurance
<input type="checkbox"/>	Motor Car Insurance
<input type="checkbox"/>	Burglary Insurance
<input type="checkbox"/>	Making my Will
<input type="checkbox"/>	Renting an Office
<input type="checkbox"/>	Renting a House

Signed
Address

Cut this out and mail it to the Raven Trust Co., Ltd., Shanghai.

ment. M. Kerensky's wire was entirely spontaneous.

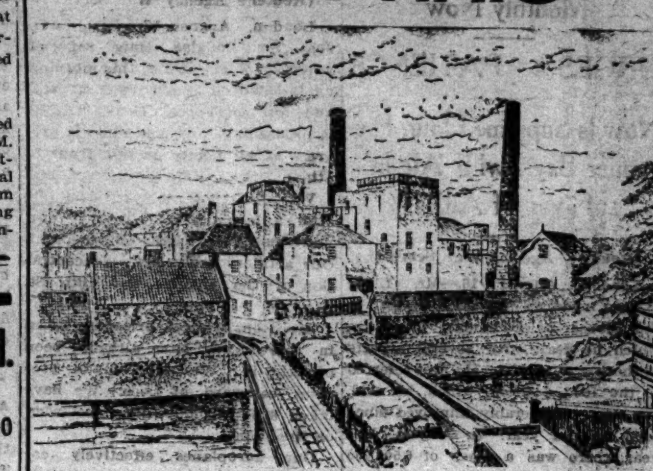
Its real importance was that Great Britain had believed that the Russian Government itself was initiating the Stockholm Conference. He believed that was true until the time of the change of Government, but the present Government expressly dissociated itself from direct responsibility and M. Kerensky had pointed out that the present Coalition Government in Russia could not be bound by the decisions of a conference in which one Party only was represented.

Mr. Bonar Law declared that they were not misinformed about the position of the Russian Government and they were not in the least bit misinformed regarding British

subjects attending a conference which was to be attended by the enemy and the Government had not changed its attitude concerning the matter. All recognised the part that Labor had played in the war, but they could not expect the soldiers who were falling daily to continue the struggle when they knew that their fellow-citizens were hobnobbing with their enemies behind their backs.

"We cannot win the war unless the country is solid and contented. The morale on which victory depends would be destroyed if the Government expressly allowed its citizens to go to talk with their enemies. When the time comes to talk peace, it must be done by a Government, representing not a section, but the whole nation."

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Announcement

H. S. HONIGSBERG & CO., INC.,

beg to announce that, on account of the rapid expansion of their business, they have bought additional premises at No. 23, Medhurst Road, formerly known as

The Motor House

where extensive alterations and improvements are now being carried out. The premises will henceforth be known as the

HONIGSBERG SERVICE STATION

The Repair Shop, Paint Shop, Body-building Department and Vulcanizing Department have been removed to the new premises.

All work in connection with automobiles will be carried out as before by a staff of skilled workmen under the supervision of foreign experts.

The Hire Car and Sales Departments will be carried on as heretofore at No. 40 Bubbling Well Road: Telephone West 1234.



HARDEN IS DRAFTED AS MILITARY CLERK

Germany Diverts Pen Of Editor
Who Dared Criticise Hohen-
zollern Dynasty

CAUSTIC WORDS BARRED

Brilliant Journalistic Career
Ended And Die Zukunft
Is Finally Silenced

London, July 11.—Maximilian Harden, famous editor of Die Zukunft, the most independent of all German periodicals, will be forced to confine his brilliant powers to the duties of a mere military clerkship for the remainder of the war. As a punishment for his unpardonable sin of fearless criticism of the Hohenzollern dynasty he has been deprived of further exercise of that privilege by being mobilised as a military clerk under the Auxiliary Civil Service Law.

Feared By Government

The German Government planned to take this action some time ago, but lacked the courage.

Die Zukunft was suspended temporarily June 30 because of its criticism of the Nord Deutsche Allgemeine Zeitung's statement on the Grimm-Hoffmann affair, which resulted in the resignation of Dr. Hoffmann as a Swiss Federal Councillor, and the expulsion of Robert Grimm, a Swiss International Socialist, from Russia after exposure of the recent peace maneuver, which failed.

Its permanent suspension and the enforced military service of its editor followed today as the direct result of an article in which Harden asserted that the choice of peace or war should lie in the hands of the community, not in the will of one mortal. It ended with:

"Only a miracle can give us peace quickly. A miracle which will smash our enemies, or one which will web Germany's actions with the majority of the world. Only the second miracle can be performed by human forces."

Harden's editorial career has been pyrotechnic for some time. He has been imprisoned and his paper suppressed at intervals, but the German Government has feared his powers and he has returned to the attack again

and again. It was he who exposed the "Rouine Table" scandals in which some of the highest officers of the Kaiser's entourage were involved.

'If I Were Wilson'

When the crisis between Germany and America was at its height, Harden published a series of articles entitled, "If I Were Wilson," which it is said gratified the President greatly because they tended to produce a better understanding between the people of the two countries. Later he was induced to overcome his reluctance to write for foreign papers, and The World published a number of articles on the war from his pen.

At that time it was said of Harden that he was the "best hated journalist in Germany" because he was too far ahead of his time. Many of his statements and predictions made in spite of official and unofficial protest, have been verified by events. The very statesmen who treated his writings with scorn and contempt have reiterated his opinions with profound earnestness and conviction.

Shock after shock has Harden thrown into the Hohenzollern system. Exposure after exposure found its way into the columns of his paper, and its temporary suppressions did not deter his pen when he was again in a position to wield it. When free speech and free publication were suppressed in others, Harden boldly told Germany the truth.

Said America Must Fight

He proclaimed the necessity for the United States entering the war, at the same time calling upon his own countrymen to make their "house habitable, and not an eyesore to the world."

He told Germany her future depended not upon conquest, but upon the acquisitions of higher spiritual values. He called upon her to "elevate the conscience of mankind and light up the German house also."

He has freely criticised Germany's food supply organisation. He has condemned Germany's efforts to provoke peace discussion as insincere, declaring it meaningless for Germany to argue that she did not want annexation. He referred to the movement as "a blunder possessing no semblance of sincerity in the enemy's eyes."

In 1916 his paper was suppressed for picturing the horrible side of the war. A part of that side, from Germany's viewpoint, was contained in

the following, which he wrote Sept. 3, 1916:

"It is useless to struggle to conceal the gravity of our situation. Germans, Austrians, Hungarians, Bulgarians and Turks, it is your existence that is at stake. The play will end in a tragedy! If the enemy imposes his will upon you, Bulgaria will be crushed, Greece drawn into the whirlpool, Austria-Hungary dismembered and Germany hunted down like a wild beast."

President's Peace Message

Of President Wilson's message relative to peace negotiations he wrote: "On this day the world has heard the first voice which in clear, deep tones throughout the world, not veiled by timid wishes, pointed the way to the possibility of enduring world peace."

But in spite of his scathing criticisms, at which those of less daring stood aghast, he was permitted to go on with but temporary checks from time to time. He warned the military men and jingoists to confine their activities to their own special field of labor.

He declared all enemies of Germany were saying, and all neutrals whispering: "Do they then not know Germany? No. Germany keeps silence and allows noisy runners amuck to proclaim themselves to mankind as true evangelists of the German spirit. How much longer?"

Again he said: "The sea of passion is not burned out. When rider and steed, themselves a wandering flame, are armored against the whirls of passion as well as against the icy breeze, it will be spring in Germany."

When at last his daring reached the point at which he charged that the people should have a voice in the choice of peace or war, Hohenzollernism pronounced his journalistic doom. He had blasphemed—there could be no further mercy.

His duties as military clerk will give him no opportunity to express opinions, nor will they bring him honor or financial returns in any material degree. One of the most brilliant journalistic careers within the German empire has been ended by Imperial decree, and has trailed off into the computation of a column of figures.

Praises The Work Of Japanese Navy

London Times Says It Is Help-
ing Greatly To Win
The War

London, August 7.—The Times, in an article on the valuable service rendered by the Japanese navy in the war, after saying that it is impossible for the general public to realise the full value of the Japanese naval assistance, opines that without the Japanese co-operation the work of transporting the Australian armies to Europe would have been a difficult and dangerous undertaking.

"The results of this co-operation since its extension to other parts have been far-reaching and cumulative," says the Times. "The co-operation has contributed largely in tightening our stranglehold, which is slowly crushing the Central Powers. Our appreciation of Japan's naval co-operation would be incomplete without some tribute to its excellent spirit of good-fellowship which was displayed by our ally wherever the British and Japanese ships have had to work together."

Japan's naval co-operation, which might have been merely a formal fulfillment of certain duties, has in fact always taken the shape of spontaneous enthusiastic performance of work in hand. The mutual undertakings of the two fleets have also proved conclusively that an exceptionally high standard morale and efficiency obtain in the Japanese service. In the splendid fighting organisation of the navy, the Empire of Japan maintains its traditions. As heretofore it is thoroughly up-to-date in all branches.

Co-operation Is Far-Reaching
London, August 7.—The Times prominently prints a special article on the Japanese navy's co-operation in the world war, describing its importance and paying tribute to the

efficiency of the Japanese squadrons, firstly in their operations in the Eastern seas and at Taingtao and later in their patrolling of the Pacific, the Indian Ocean, the Bay of Bengal, and the Mediterranean. In addition the Japanese have assisted in the protection of the Australasian and South African coasts and transport routes.

"The Japanese navy's co-operation has been far-reaching and cumulative," says the Times, "largely contributing to the tightening of the stranglehold which is slowly crushing the Central Powers. Japan's naval work will help in no small measure to win the war in Europe. Wherever British and Japanese ships are working together excellent good fellowship prevails. The Japanese navy is a splendid fighting organisation, maintaining the highest traditions."

Church Services

Holy Trinity Cathedral.—August 19.—Eleventh Sunday after Trinity. 8 a.m. Shortened Mattins and Sung Eucharist. Hymns 218, 164 and 322. 11 a.m. Mattins (Plain) and Sermon. Hymn 238. Preacher—Rev. E. Thompson, B.D. 6.30 p.m. Evensong. Hymns 172, 265. Preacher—Rev. A. J. S. Stearn, M.A.

Union Church.—Sunday, August 19.—11 a.m. Preacher Rev. A. L. Creel; Chant 65; Hymns 524, 440, 339, 353. 6 p.m. Preacher Rev. A. P. Parker, D.D.; Chant 38; Hymns 688, 660, 692.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads.) On Sunday the services in the above will be conducted as follows:—Morning 11 a.m. by Mr. J. H. Crocker, Evening 6 p.m. by Mr. H. A. Wilbur, B.A.

Christian Science Society of Shanghai, Masonic Hall, The Bund. Sunday service, 11 a.m. Subject:—"Soul" Sunday School, 10 a.m. Wednesday evening 6 p.m. Reading Room, No. 21 Nanking Road, Room 71, daily 10.30 to 12.30.

Go To America To Obtain Steel

Ryozo Asano Direct To Wash-
ington To Get Permission
For Shipments

Tokio, August 11.—Seeking special consideration of the United States government in connection with steel shipments for which contracts have already been signed, Mr. Ryozo Asano, managing director of the Toyo Kisen Kaisha, sailed from Yokohama for San Francisco by the Siberia Maru yesterday afternoon. Through Mr. William H. Avery, assistant general manager of the Toyo Kisen Kaisha and who is special representative of Mr. Soichiro Asano's business interests in the United States, the T.K.K. head has placed with the steel factories in the United States orders for steel worth ap-

proximately ¥10,000,000 early this summer. This is second large order which has been placed by Mr. Asano in the United States.

Mr. Ryozo Asano is now going to the United States to seek special licenses from the authorities in Washington for further shipments of steels which include several large consignments of the government here. From San Francisco Mr. Asano, accompanied by Mr. Avery, will proceed to Washington, thence New York, Boston, Chicago and other leading cities.

He hopes to confer with representatives of all business associates in the United States who are trading with the Toyo Kisen Kaisha, the Asano Trading Company, the Asano Cement Factory, and the Asano Shipbuilding Company of which his father, Mr. Soichiro Asano, is closely associated financially.

That Mr. Asano has been transferred to San Francisco as manager there, as previously reported is incorrect.

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STERILIZED DRINKING-MILK

Just like fresh milk, but better
and purer and always ready.

"The Best and Safest Milk."

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We are now offering the whole of our stock
of TENNIS GEAR at a Special Discount of
20% to clear.

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Racket
Made
—
Bevelled
Frame

Strung with
a new patent
Gut for
the Eastern
Climate.

\$22.50
Complete with
Case

Spalding's
Colonial
Racket
\$14.00

Spalding's
Dreadnought
Racket
\$16.50

Spalding's
Special Service
Racket
\$19.50

Tennis Posts

Tennis Nets,
etc., etc.

All less 20% to clear.

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Shanghai and
Hankow

THE SHANGHAI HORSE BAZAAR AND MOTOR CO., LTD.,

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Motor Cars

on Wednesday, the 22nd of August, at 5 p.m.

ENTRIES SOLICITED

Cars to be on view from 9 a.m. of the day preceding
the day of sale.

COMMISSION: Five per cent. in case of sale. Ten
Taels per car in case no sale is effected.

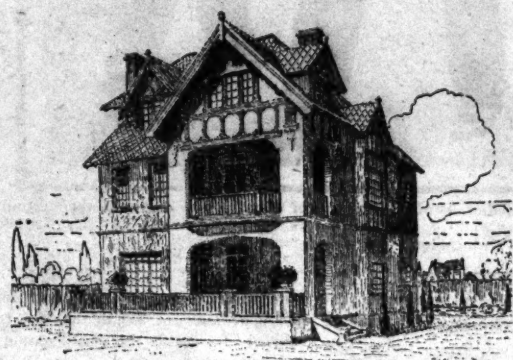
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SPECIAL ADVERTISEMENT TO BE CHARGED AT COST

Why Not Own Your Home?

—You Owe It To Yourself —You Owe It To Your Family

THE self-satisfaction of owning your home will amply repay you for your effort in buying it. To possess the house in which you live, bring about a feeling of independence and comfort that would be impossible to attain in any other way.



The man who foolishly pays out rent money can be justly compared to the grasshopper in the old proverb, who, after having done nothing but sing all summer, was forced to come to the industrious ant for provender during the long winter months. To own your home may require some little sacrifice in the beginning, but in the long run the sacrifice is a worthy one.

Modern business methods have placed home-owning within the reach of everybody. It is now possible for one to live in his own home and apply what would otherwise be rent money as payments on his property.

Think of the joy of possessing a deed for a home as compared to the possessing of a pile of rent receipts!

What better use can you make of your money than to place it in carefully selected real estate in one of the growing parts of Shanghai? Real estate is safe and sane for the investor and is not as susceptible to the many conditions that are apt to influence other investments.

The corner-stone of the largest fortunes in the world have been laid through prudent selection of real estate.

Here Is The Opportunity

We have for sale in some of the best residential districts of Shanghai a number of well-built, newly-constructed houses, with all modern improvements. If you will call at our office, we shall be delighted to show you any or all of these houses. It is no trouble to us, and you will be under no obligation whatsoever.

Buy at once

It is safe to assume that after the war there will be a rapid advance in the value of land and houses. Those who purchase now will reap the benefit of war prices.

We Offer Special Terms

If you cannot afford to pay at once for both the house and lot, we can arrange for part payment by instalments at your convenience. Call and see us and talk the matter over. We shall be pleased to give you all particulars.

THE CHINA REALTY CO., LTD.

39 Nanking Road

SAYS RUSSIA WILL MEET WAR DEBT

Bakhtietoff Tells Financiers Land And Tax Reforms Will Strengthen Nation

New York, July 10.—Ambassador Bakhtietoff, at a dinner given at Sherry's last night to the Russian mission by the American-Russian Chamber of Commerce, assured diners who included prominent financiers, that the Russian revolution would not make unsteady the industrial and financial life of Russia.

His remarks on this point were occasioned by the speech of Samuel McRoberts, executive manager of the National City Bank. Mr. McRoberts said that while American financiers did not lack confidence in Russia, yet they were watching developments there with alert interest.

War Debt Will Be Paid

The Ambassador, who is head of the mission, declared that the Revolution is political rather than economic. He asserted that Russia's commercial development had out-run her political evolution. The great war indebtedness not only will be met, he said, but in a sense will be met easier than might be the case with a country already intensively developed as to natural resources.

Legislation of the old regime, which sought to derive the greatest revenue with the least cut into the incomes of the wealthy and the privileged, will give way to an equitable system of taxation. Similarly, continued the Ambassador, restrictive laws which crippled the development of natural resources will be set aside, so that Russia will have new riches to meet new and increased debts.

Land System to Be Reformed

The speaker declared, also, that the land system will be reformed. With 85 per cent of the population of the peasant type, much of the land, nevertheless, has been under the control of those having large estates. This situation will be adjusted differently, the Ambassador stated, but the adjustment will be orderly and gradual.

Russia will work out her new destiny along the lines demonstrated by the successful experiences of other nations with a large measure of political and industrial progress, he said.

Those who heard this reassurance included President Sabin of the Guaranty Trust Company, Adolph Lewisohn, Waldo H. Marshall, Melville E. Stone, M. Hartley Dodge, George McFadden, Charles Sargent of Kidder, Peabody and Co., William E. Corey, Charles Hayden and Darwin T. Kingsley of the New York Life.

President Butler of Columbia also spoke. The guests entered the dining hall in darkness, except for a spotlight which illuminated a Statue of Liberty in the center of a round table.

LAUD GREEK PREMIER

Americans Refer To Venizelos As A Statesman Of First Order

New York, July 6.—M. Venizelos was hailed as one of the world's great men and the vigorous participation of Greece in the war was predicted yesterday by speakers at a luncheon of the League of the Greek Liberals in the Waldorf-Astoria in honor of Panos Aravantinos, who came to this country as the delegate of the Venizelos Government before the abdication of King Constantine and will soon return to take his place as a member of the Parliament under the new regime.

C. Vassadarkes, formerly Greek Consul General in New York, who presided at the luncheon, said Venizelos was "what Lincoln was in the crisis of the civil war and what Wilson is in the crisis of today."

Gaston Liebert, Consul General of France in New York, said that he had been co-operating with M. Aravantinos in his work and that much had been

King George And Admiral Beatty



King George and Admiral Beatty, of a battleship during a recent tour of inspection made by the British Grand Fleet, walking along the deck.

done to reveal the real character of the Venizelos Government.

Charles R. Miller, editor of The New York Times, endorsed the sentiment expressed by M. Vassadarkes concerning Venizelos, whom he described as

"a very great man, a statesman of the first order," who ranked with Ribot, Viviani, Kerensky, and Lloyd George.

Mr. Miller said that persons in this country often felt reluctant to take sides in the politics of other countries about which they might not be fully informed, but that one was sure to be "morally, ethically, and politically correct" if he took the side against German intrigue and manipulation wherever it manifested itself.

Professor Carroll N. Brown of City College said that in past months he had begun to feel that he did not know Greek character, but had refrained from throwing stones at Greece because he was not proud of his own country's stand. "But now," said the professor, "both nations have taken their stand and will do their bit, and more."

Dr. Theodore P. Ion expressed the hope that the United States would use its influence to restore Epirus to Greece.

M. Aravantinos outlined the situation in Greece, and then said: "We

are grateful to America for what she has done and are looking to her to support the rights of small nationalities further."

H. Barry and M. Callimachos, editor of The Greek National Herald, also spoke.

EASTERN RESIDENTS WITH WESTERN HABITS

A fruitful source of ill-health among Europeans resident in the Far East is the utter disregard of climatic demands in the matter of food.

It is no exaggeration to say that nearly every European eats meat at least twice a day, and in addition, partakes freely and frequently of rich indigestible foods, with the result that at last the stomach rebels, the miseries of indigestion set in and appetite dwindles to nothing.

Yet even then, instead of taking these troubles as a "Wrong-food" warning—so rooted is the belief among Europeans that one must eat generously to sustain the strength in hot climates—the victim has recourse to various artificial means, appetisers and purgatives for example, and so furthers the already established evil.

To put matters right the blood needs immediate attention—it must be purified, strengthened and enriched. And for this purpose Dr. Williams' Pink Pills, the famous blood tonic, stand pre-eminent. For a quarter of a century these Pills have been curing just such cases as these. They send fresh strength, energy and health to all parts of the system with every dose. Try them now and see how quickly you begin to feel better. Of all dealers, and from Dr. Williams' Medicine Co., 98 Szechuen Road, Shanghai one bottle for \$1.50, 6 bottles \$8, post free.

MID-SUMMER BUTTERICK PATTERNS

AT

SQUIRES BINGHAM CO.

"The Store of Quality."

JAPAN BUILDS 23 SHIPS FOR BRITAIN

Trial Runs Prove Satisfactory—To Have War Names

Tokio, August 11.—Great Britain is now building twenty-three steamers approximately 200,000 tons at various shipbuilding yards in Japan. Several of these will be finished soon and will be transferred to the representatives of the British Government, according to reliable information. Most of these ships are now being constructed at the Kawasaki Dock, the Mitsubishi Engine and Iron Works, the Asano Shipbuilding Company, the Kawasaki Dock Company and other shipyards.

One of them, 7,500 tons, which has been under construction at the Uraga Dock underwent experimental runs yesterday and they proved satisfactory. She will be handed over to the British representatives soon. Another of 10,000 tons, which is now building at the Kawasaki Dock in Kobe, will also be finished soon. She will be named the War Sailor. All these ships will have the character "War" in their names. Construction on the other twenty-one ships is now making rapid progress. Before sailing for England the War Sailor will visit Yokohama to load cargo for home.

MRS. WILSON'S WAR WORK

President's Wife Makes Garments And Sheets For Red Cross

Washington, July 6.—Mrs. Woodrow Wilson, wife of the President, and Miss Helen Woodrow Bones, his cousin, have made during the last month for the American Red Cross a dozen pairs of pajamas and a number of sheets and pillowcases, which have been divided equally and distributed to the Red Cross societies of Great Britain, France, Italy, and Canada. They have been devoting much time to sewing for the Red Cross, and their example has been followed by women high in official and diplomatic circles.

In a letter to the British Red Cross Society regarding Mr. Wilson's handwork, Elliot Wadsworth, Acting Chairman of the Central Committee, wrote:

"We are sending you under separate cover a bundle containing one dozen pillowcases, three pairs of pajamas, and a half dozen sheets. These supplies have been made by Mrs. Woodrow Wilson, and Miss Helen Woodrow Bones, Mrs. Wilson and Miss Bones work with their own hands on Red Cross supplies and have sent to the American Red Cross for distribution the product of their first month's work, which is very material in quantity."

"The American Red Cross sends this special shipment to the British Red Cross at the request of Mrs. Wilson to evidence her active and most practical interest in the work of mercy and relief carried on by Red Cross societies."

"We trust that the shipment will reach you safely, as it carries with it such cordial good wishes from the im-

mediate family of the President of the United States.

Mrs. Thomas R. Marshall, wife of the Vice-President, has organized the wives of the Senators, and they have been meeting weekly to sew for the Red Cross. Mrs. Franklin K. Lane, wife of the Secretary of the Interior, has organized the women of the Interior Department for the same purpose while Mrs. David F. Houston, wife of the Secretary of Agriculture, is working along other lines of Red Cross activity.

U. S. STOPS MAKING DISTILLED LIQUORS

Food Control Bill, Ready For Wilson, Prohibits Manufacture And Importation

Washington, August 9.—The Senate today passed the Food Control Bill, which had already passed the House of Representatives. The law authorizes President Wilson to regulate food, feed, fuel, fertilizers and other necessities during the war.

The President plans to appoint Mr. Herbert Hoover to carry out the law which appropriates 16 million dollars and fixes the minimum price of wheat at the beginning of next year at two dollars per bushel.

It prohibits the manufacture and importation of distilled liquors, authorizes the President to regulate alcoholic content of fermented beverages and at discretion to commandeer distilled beverages when necessary for military purposes.

SEES NO GERMAN REVOLT

Nordan Declares People Have Neither Desire Nor Capacity For It
New York, July 6.—The official Bureau of French information makes public the following:

Marius Le Blond, having brought out a brochure on the question: "Is a revolution possible in Germany?" Max Nordau, the Viennese writer, has written a reply which is published by the Journal du Peuple. M. Nordau says:

"It is necessary to destroy the illusions of the optimists who stubbornly cling to I do not know what hopes of a popular movement in Germany. Bread riots are possible but a revolution is out of the question. The German people have neither the capacity nor the desire to form an independent judgment on their situation and to come to a spontaneous decision. After three years of war they return continually to that exasperating phrase, 'This war was forced upon us.'"

"They believe as firmly as a rock in the monstrous lies invented by their Government despite all official publications, establishing the truth as clear as daylight and accessible to all men who know how to read, no matter what European language. No, there is nothing to be expected on that point. The German soul has been methodically perverted, demoralized, dehumanized by the instruction of the administration, by literature, and propaganda, by intellectual fraud deceitfully organized, and by terrorism in academic, official, and social circles."

"The German people glory in their slavery; they are proud of it because their masters have known how to give it flattering names—livery is called uniform, servitude organization, abject degradation of the personality discipline, renunciation of all rights, of all dignity, and of all character is called heroic abnegation."

AFTER THE WAR!

Draw a mental picture of the future, perhaps the near future. When the great war is over—think of the thousands and thousands of technically trained men who will never return from the front.

Even now, with war the chief occupation of the world, positions paying salaries running into five figures are going begging because of a lack of trained men.

After the war, in the reconstruction period, with industry revived and competition among nations for trade keener than ever before in the world's history, there will be the greatest demand for trained men that has ever been known.

"The greatest secret of success in life is to be ready when your opportunity comes."

For twenty-five years the INTERNATIONAL CORRESPONDENCE SCHOOLS has been helping just such men as you get ready for promotion. Are you ready to step up to a higher position when your opportunity comes? Take the first step today! Mark and mail the coupon now. Detailed information regarding the course in which you are interested will be promptly sent you. It will not obligate you in the least.



In a recent investigation of 27,000 typical I.C.S. Students, two were found with annual incomes of \$50,000 (U.S. Cy.), six with \$25,000 or better, twenty with \$10,000 or better, 413 with \$5,000 or more, 2,451 with \$2,500 or more, and 14,990 with at least \$1,500 U.S. Cy. per year. At the time they enrolled the big majority of these students were engaged in unskilled occupations.



CHINA AGENCY, I. C. S.,

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Explain, without obligating me, how I can qualify for the position, or before which I mark X. I am subject.

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<input type="checkbox"/> Electric Lighting	<input type="checkbox"/> ARCHITECT	<input type="checkbox"/> Cartoonist
<input type="checkbox"/> Electric Car Running	<input type="checkbox"/> Architectural Draftsman	<input type="checkbox"/> ILLUSTRATOR
<input type="checkbox"/> Heavy Electric Traction	<input type="checkbox"/> Contractor and Builder	<input type="checkbox"/> Perspective Drawing
<input type="checkbox"/> Electrical Draftsman	<input type="checkbox"/> Building Foreman	<input type="checkbox"/> Carpet Designer
<input type="checkbox"/> Electric Route System	<input type="checkbox"/> Lumberman	<input type="checkbox"/> Wallpaper Designer
<input type="checkbox"/> Telegraphic Engineer	<input type="checkbox"/> Concrete Builder	<input type="checkbox"/> Bookcover Designer
<input type="checkbox"/> MECHANICAL ENGINEER	<input type="checkbox"/> PLUMBER & STEAM FITTER	<input type="checkbox"/> Monument Designer
<input type="checkbox"/> Mechanical Draftsman	<input type="checkbox"/> Heating and Ventilation	<input type="checkbox"/> Common School Subjects
<input type="checkbox"/> Mechanical Drawing	<input type="checkbox"/> Plumbing Inspector	<input type="checkbox"/> High School Subjects
<input type="checkbox"/> Machine Designer	<input type="checkbox"/> Foreman Plumber	<input type="checkbox"/> Mathematics
<input type="checkbox"/> Machine Shop Practice	<input type="checkbox"/> Locomotive Running	<input type="checkbox"/> Teacher
<input type="checkbox"/> Boilermaker or Designer	<input type="checkbox"/> BUSINESS (Complete)	<input type="checkbox"/> TEXTILE WORKER OR SUPT.
<input type="checkbox"/> Patternmaker	<input type="checkbox"/> Bookkeeper	<input type="checkbox"/> Cotton Manufacturing
<input type="checkbox"/> Toolmaker	<input type="checkbox"/> Stenographer and Typist	<input type="checkbox"/> Woolen Manufacturing
<input type="checkbox"/> Foundry Work	<input type="checkbox"/> Higher Accounting	<input type="checkbox"/> CHEMICAL ENGINEER
<input type="checkbox"/> Blacksmith	<input type="checkbox"/> Certified Public Accountant	<input type="checkbox"/> Analytical Chemist
<input type="checkbox"/> Sheet-Metal Worker	<input type="checkbox"/> COST ACCOUNTING	<input type="checkbox"/> NINE FOREIGN OR ENGINEER
<input type="checkbox"/> AUTOMOBILES	<input type="checkbox"/> Corporation Organization & Accts.	<input type="checkbox"/> Metal Mining
<input type="checkbox"/> Automobile Repairing	<input type="checkbox"/> Railway Accountant	<input type="checkbox"/> Metallurgist or Prospector
<input type="checkbox"/> STEAM ENGINEER	<input type="checkbox"/> Commercial Law	<input type="checkbox"/> NAVIGATION
<input type="checkbox"/> Stationary Fireman	<input type="checkbox"/> Good English	<input type="checkbox"/> Rotor Boat Racing
<input type="checkbox"/> Marine Engineer	<input type="checkbox"/> SALESMANSHIP	<input type="checkbox"/> AGRICULTURE
<input type="checkbox"/> Refrigeration Engineer	<input type="checkbox"/> ADVERTISING MAN	<input type="checkbox"/> Fruit Growing
<input type="checkbox"/> Gas Engineer	<input type="checkbox"/> Window Trimmer	<input type="checkbox"/> Vegetable Growing
<input type="checkbox"/> CIVIL ENGINEER	<input type="checkbox"/> Show-Card Writer	<input type="checkbox"/> Live Stock and Dairying
<input type="checkbox"/> Surveying and Mapping	<input type="checkbox"/> Outdoor Sign Painter	<input type="checkbox"/> Poultry Raiser
<input type="checkbox"/> R. R. Constructing	<input type="checkbox"/> U. S. Civil Service	<input type="checkbox"/> Poultry Breeds
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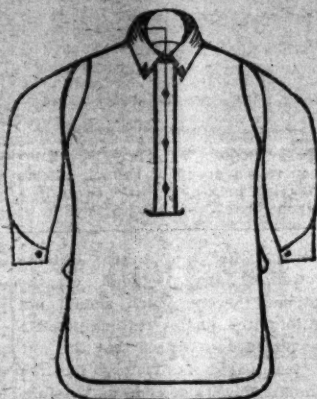


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The "Wayloo" Shirt

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The "Margate" Shirt

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The "Crewe" Shirt

A shirt made from fine mercerised White matt fitted with soft double cuffs. Most comfortable fitting, being cut the correct shape.

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The "Cotella" Shirt

Made from a superior quality plain White "Cotella" cloth, soft and comfortable to wear, fitted with soft double cuffs, two button front.

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The "Westgate" Shirt

In smart Black and White stripes, soft double cuffs in an entirely new repp cloth.

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Made from a light weight plain White cotton with White stripes, made with soft double cuffs.

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The "King" Collar, is, for style, comfort and durability the best collar it is possible to buy. Superior quality four fold, and a neat comfortable shape with lock fronts.

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The "Lonsdale" Shirt

Stylish zephyr shirt in neat and entirely new, pin stripe designs, stiff cuffs.

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The "Craven" Collar

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is known and his Tastes
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Japanese Press Comment On Topics Of The Day

America Has The Men But Not The Ships To Take Them
To France, Thus Like Japan, Says Yamato

Tokio, August 13.—The Yamato compares America with Japan in point of military preparedness and says that because America has just started to prepare, Japan does not need to become astonished. The editor gives due praise to America for her determination to send 1,000,000 soldiers or even 5,000,000 in case Russia should back down. But he thinks it is unwarranted on the part of some Japanese to criticise their own country for lack of enthusiasm for the war just because of America's example of great efforts.

The editor too had his regret at the attitude of the officials and people in Japan, when his suggestion that Japan mobilise her troops in Europe was not taken. At that time his suggestion was considered as a foolish one. But now those who had criticised him are saying that Japan is coldhearted toward the war. He cannot understand their mind. America in his opinion will find great difficulty in transporting a large number of troops to Europe. Besides she will have to make a great expenditure to create a large army. As for Japan, she has her large army, which is already trained. It is absurd to compare Japan and America in that respect. Do those who worship America think that Japan too can create 50 divisions of army at once by expending an enormous amount of money?

America has only ships engaged in coastwise trade, which is prohibited to foreign vessels. She has not her ocean traffic vessels. She had her ocean traffic accommodated by ships of England, Germany, Holland, France and Japan so far. So when she declared war she felt a great shortage of ships for transportation. She is trying to build wooden ships hurriedly, and has commandeered all ships under construction. As America was not prepared for war she has suddenly started to do so. There is no need, says the editor, for Japan to be astonished at it.

Chugwa Pessimistic Over China

The Chugwa Shogyo is pessimistic about the participation of China in the war, although the Peking Government is reported to have notified the Dutch Minister, as doyen of the foreign diplomatic corps, to that effect. China's decision to participate in the war sounds as a source of congratulation. But how does the Peking Government expect to get approval of Parliament which has been dissolved? A new parliament will have to be summoned before that approval can be secured. The Peking Government may have a plan of its own to carry through the program. Otherwise it will not be able to keep in good standing with foreign powers. But the editor observes that political situation in China which he says is still uncertain. Southerners will oppose Tuan, while the followers of General Chang Hsun entertain a grudge against Feng and Tuan both. These may create some trouble. Complications in politics may make China's declaration of war ineffectual. In that case what attitude will the Entente Powers take?

American Railway Rumor

The Tokio Mainichi commenting on the rumor that America is trying to buy the Chinese Eastern Railway from Manchuria to Harbin says that China is anxious to stretch out in Manchuria and north Asia. While Japan will not wonder at the report as to the sale of that railway, it

may mean more, namely that America may come to acquire a line from Harbin to Vladivostok. In that event, the South Manchuria Railway will have to face a formidable rival in transporting products of North Manchuria. It will be a great blow. Why should not Russia have asked Japan to buy before the offer was made to America, if that report be true? The editor recounts the stories about Knox's proposal of neutralisation of Manchuria railways and another American plan of building a railway between Chinchow and Aigun, which failed, and says that if this third attempt should fail as the first two it will be for the maintenance of international peace.

Italy Watches Steel Ban

The Osaka Asahi commenting on the American prohibition of the exportation of steel and iron materials says that while the American Government denies that the order was issued as a retaliation to Japan's refusal to send her ocean steamers to the Atlantic Ocean to carry American cargoes to Europe, the very step taken by the American Government is intended for making Japan send a part of her bottoms to the Atlantic Ocean by a roundabout way. Japan has a tonnage of shipping of about 1,700,000 tons, of which 900,000 tons are suitable for ocean traffic. America seems to be trying to make Japan part with 400,000 tons of shipping to be offered for service on the Atlantic Ocean. Should Japan comply with this her own commerce will suffer. Besides, the ships sent to the Atlantic will not earn much because the freight rate is restricted there. The time limit in which exportation of steel to Japan is permitted is approaching. Yet the government is sitting idly by wasting time of investigation.

Japan Seriously Affected

The Chugwa Shogyo considers that the ban placed by America on the exportation of steel and iron materials will affect Japanese ship-building and other industries very seriously, asks the American Government to modify its attitude as regards exportation to Japan, and calls upon the Japanese Government to see that proper steps are taken in negotiating with the American Government on the matter. The editor further reviews how America is marshalling her resources for the purpose of prosecuting the war against Germany, and to engage in commercial warfare after the war. This can be seen from many indications, one of which he mentions is the fact that the steel manufacturers are willing to supply the government with their products at one-fourth the market price.

"America has indeed a great future to be feared by other nations. As for Japan's ship-building condition, the war has given a great impetus to develop the industry, and extension after extension was planned, so that already permits have been issued by the Department of Communications to build 111 steamers, with a total tonnage of 540,000 tons or more. There are 79 more ships applied for with a tonnage of 440,000 tons, which will bring the total number of ships to 190 and the tonnage to 976,000 tons. But the chief material for ship-building is now being imported from America. At first the American goods were not suitable as the frames are too large. But since the stoppage of importation from England, Japan relied altogether upon America for

A Quiet Game in a First Line Dugout



TAKING NO CHANCES INTERNATIONAL

No, gentle reader, this is not one of the thrilling scenes in a new hair-raising motion picture serial. It is merely a group of French officers in a quiet little game in a dugout back of the first line of men.

supply of the materials. There are materials contracted for to be shipped from America, to the tonnage of about 450,000 tons. If the prohibitory order should be applied to them, 20 or more ships, with the tonnage of 200,000 or more tons, now under construction here will face great obstacles in completion. Not only that, but many other industries dependent upon the ship-building industry will suffer consequences, and the industrial prosperity of Japan may be reduced by one-half. Should the ban be an absolute one Japan's industry will suffer a fundamental shake up."

The editor after complaining thus finds a relief in the presidential order that a certain quantity may be exported under special permission of the government, as reported in the press. But he asks that the restrictions in the special permission should be made as small as possible, as otherwise the permission may lose its effect. He asks the American Government to reconsider that matter and calls upon the Japanese Government authorities to make no mistake as to negotiations with the American Government in regard to that matter.

Some Japanese Indiscreet

The Jiji admonishes some of the Japanese people who are indiscreet in their words and attitude as regards the war, on occasion of the exchange of messages between chief magistrates of different Entente Powers and King George of England. The editor reminds the readers that now that three years have passed since the war began there is no end of it in sight. The prediction of Lord Kitchener that the war will last three years has astonished the world. But that prediction was made rather too conservatively in the light of the present situation. America after joining in the war is now preparing for a war which will last three years longer. America's fresh energy will decide the issue of the war. The editor encourages the Entente Powers to gird their loins tighter for further struggle. As for Japan, the editor says that since the war in Tsingtao and on the Pacific Ocean was over, some of the Japanese seem to regard the war as an event of other countries, watching it from a respectable distance, although Japanese fleet is doing its part in the Mediterranean Sea.

Such attitude is not a proper one in view of the relationship existing

between her and other Entente Powers. Japan is one of the Entente Powers, which should not be forgotten, and everything possible should be done to see that the war is terminated in victory for the Entente Powers as soon as possible. Because America placed a ban on exportation of steel and iron materials, some Japanese are complaining and asking the government to protest against it. But America in the war should naturally try to take every step to safeguard her own interests. To expect the Japanese Government to protest is indeed a bad break and shows a bad breed. Place oneself in the position of Americans, and see how such attitude on one's part will appeal. Why the Americans will be disgusted! Such attitude of the Japanese will make other Entente Powers suspect that Japan is really in the war for the sake of gaining selfish returns and that she is an unreliable nation, etc.

Chinese Reforms Needed

The Hoshi in a series of articles on the Chinese Loan question enlarges upon the need of military and financial reform of that country rather than upon political or diplomatic reforms. The editor says that Japan since the restoration of Meiji has done great things. This experience should be transplanted in China. If China should become strong enough the European and American nations will recognise China's position in the world as they did Japan's.

"In order to exploit the resources of Asia and Africa, and elsewhere as they please, the Europeans and Americans will never like to see Japan rise in power. But at the same time their attitude toward

colored races has changed considerably in these days. We have no ambition to abuse the race prejudices in order to let Asia antagonise Europe and America. We only want to lead the colored nations into civilisation so as to restrain the tyranny of the Europeans and Americans and to equalise the two to the ultimate end of harmonising them. From this point of view, China's advancement is an essential thing."

From this view-point, the editor considers that China's financial and military reforms are of the very first importance.

INVESTS 146 MILLION IN ALLIED LOANS

Japan's Treasury Pays In To
Employ Growing Resources Profitably

Tokio, August 11.—The Japanese Treasury's investment in the Allies' loans which have apparently been started at once to assist Japan's Allies in the West and employ Japan's growing resources better and on a more profitable basis is estimated at ¥146,000,000, according to the monthly report of the Deposit Section of the Imperial Japanese Treasury made up to the end of July. This is not an increase but a decrease of ¥4,000,000, which is due to the redemption by Great Britain of its bills maturing. Besides the Imperial Treasury places ¥32,000,000 in the Chinese Government bonds.

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BERNHARDT MAKES PATRIOTIC SPEECH

**'Vive l'Amerique, Vive les Al-
lies, Vive la France,'
She Said**

(From the New York Sun)

Sarah Bernhardt, crippled and only lately recovered from grave illness, was first among fifty thousand to rise when the opening bars of "The Star Spangled Banner" sounded at Brooklyn's great Fourth of July celebration in Prospect Park.

Brushing aside the restraining hands of her physicians, Sarah arose. And afterward, one arm uplifted, in statuesque pose, she cried:

"Vive l'Amerique! Vive les Allies."

Then with a swift glance at the tricolor floating above her—

"Vive la France!"

The hundreds of pretty school girls who, with tri-colored ribbons in their bobbed hair and starred and striped flags clasped tightly in their moist little hands, shrilled their greeting as Madame's motor swung up in front of the bandstand will, it is certain, never forget the Fourth of July, 1917. Neither will the serious and important youths of the American Junior Navy and Marine Scouts who, in cool, white duck and khaki stood at present arms while Madame, with the graciousness which is Madame's and Madame's only, acknowledged their salute. Neither, for that matter, will any of the fifty thousand persons who swarmed on the greensward, filled the benches, even climbed the trees about the spot on which Madame's motor finally came to a halt.

Madame looked better and stronger than ever. All the old time verve, all the interest in things and people was depicted on her face. With wide open eyes and with deep breaths she drank in the beauties of the park and the sweetness of the cool afternoon breeze.

"The park—it is beautiful!" she murmured to the coterie of reporters who swarmed about her car.

"Why, oh, why, have I never been here before?" she continued, looking about her again, caressing the heaping big bouquet of American Beauties which had just been presented to her.

A Speech? Certainly Not

Of course, Madame was not going to speak.

"It is so—so many people," she

explained eloquently in English as she eyed the vociferously shouting crowd. "They could not hear. Besides, I cannot speak enough English," she smiled.

Her clothes? A violet banked to-que and a black lace veil surmounted her auburn hair.

A plentitude of white face and chiffon framed her features. Purple—rich, royal purple—was the color of her motoring cloak. Beneath it she wore a full length tunic of white satin, brocaded with velvet and studded throughout with buttons of gold braid.

White fox furs circled Madame's shoulders when she arrived, but both furs and motor cloak were soon discarded. She wore no jewelry. Save for a small, plain black bow at her throat the severity of the military lines of the white and gold tunic was unrelieved.

But no; on second thought Madame wore one decoration—a little knotted ribbon of brilliant red. One did not need to look twice to know that it was the insignia of the Legion d'Honneur.

The Naval Battalion Band started upon its "Oh, say, can you see."

It was then, wonder of wonders, up rose Madame! She was standing before the occupants of the front row benches below her had even stowed away their hats preparatory to rising. Dr. Felix Marot, her physician, tried to restrain her.

"Non!" she protested, laying hands—impetuous hands—upon him in return. "Non! Non! Non! Please—please, Monsieur le Docteur—let me stand!"

Her eyes fairly danced. So stand she did, throughout the entire rendition of the anthem, using as a prop the doctor who had sought to dissuade her, and with her free hand she beat time to the music, and at the end—she was joining in full voice with the chorus.

To say that the crowd did not react instantly to the supreme compliment would be to accuse an American audience of base ingratitude. It was several minutes, and then quite a few more before the program was resumed.

Madame Changed Her Mind

Later came the "Marseillaise."

Again Madame arose, this time without a protest from her doctor or her secretary, Miss Ormby. "Marchons! Marchons!" she sang, with the fervor which only a Frenchwoman can compress into the rendition of the immortal lines of the chorus.

"Bravo! Bravo!" she cried, and clasped her hands at the hymn's conclusion. She blew a kiss to Miss

Margaret George, who had led in the singing.

After the "Marseillaise" after the crowd had yelled itself hoarse in cheering the great song—what could Madame do? Availing herself of the eternal prerogative of her sex, she changed her mind. She spoke.

It was in French she spoke, too; for, with one hand clutching at her throat, one could see that a strange tongue would never, never have done to express the emotion which so obviously swayed the great actress. With eyes shining, she looked the crowd in the face, and said:

"I thank you, the people of Brooklyn, for having allowed me to come here on the day of your great fête—the feast of your independence. As a Frenchwoman I thank America, for she has performed the most beautiful act of the war in placing her flag in the center of those of the Allies. She has nothing to gain from this war; but she will win immortal glory in helping to secure justice and liberty!"

"Long live America! Long live the Allies!"

And with an indescribable look at the tricolor above, the spirit of France incarnate broke forth:

"Long live France!"

Down a lane drained on either side by many cheering, frantically waving humanity rushed Madame's car. Out of the park it sped, leaving her back to Long Beach, where she has been recuperating from her long and tedious duration in hospital. Behind her, echoing and re-echoing, rose the "Hurrahs" and "Bravos" of the crowd.

The car swung around and into the Ninth Street entrance to the park and came to an abrupt stop. Madame handed her bouquet of American Beauties to her secretary.

"Take these," she commanded, "and put them—there!"

And "there" the rest—at the base of the statue to Lafayette, unveiled a scant two months ago by a gentleman bearing the name of Joseph Jacques Cessaire Joffre.

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both suffer if you are a victim to constipation. The remedy is

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AMERICA GIVES RULES OF SELLING TO ALLIES

**Raw Materials Sold By U. S.
Must Not Be Diverted To
Industry And Trade**

Washington, August 9.—Formally announcing that the allies or American, in purchases made in this country, will be given the benefit of the same price obtained by the United States, the War Industry Board says that the Allies must apply the same principle in dealings among themselves and with the United States.

The board also says that the agreement must be limited to war materials and that the United States will not allow raw materials sold to the Allies for war purposes, to be diverted to industry and trade abroad which may come into competition with American manufacturers and producers. It is added that the board will endeavor to secure the best possible assurances that materials sold for war purposes be applied only to those purposes.

Argentine To Call Out Troops Soon

**Discovery Of Plot By German
Agents In The Republic
Causes Action**

New York, August 9.—Information emanating from a reliable source in Washington says that the government of Argentina will mobilize its troops within a month.

The Argentine government authorities from a letter addressed to the headquarters of the German agents in that country have discovered a plot that has been planned by the Germans in Argentina.

The Argentine Republic is also incensed with Germany's indifferent attitude in regard to the sinking of the steamer Toro, and has sent an ultimatum to the Berlin Government through the German Minister at Buenos Aires, demanding a reply within a certain period. It is believed that the time limit is eight days.

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to the

Mothers of the World

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An Appeal To German Mothers
Hall Caine Pictures Useless Slaughter Of English Children
By Air Raiders

By Hall Caine

To The Mothers of Germany

MOTHERS of Germany, all the world knows how dearly you love your children. Some of us (now your enemies) who, in the unbelievable days before the war (Ah, God, can it be?) used to sleep and eat and laugh in your German homes, as you slept and ate and laughed in our English homes, have memories of little domestic scenes in Germany which were sufficient to prove it. Two or three such memories come back to me now, and not all the fiery passions that have burnt up the sweetness of the years between can quite blacken the tender grace of them.

The first is of a Christmas Eve spent in the house of a beautiful young German woman with three or four sweet young children. Like Ibsen's little mother, she had spent the morning in mysterious journeys to the village shops in smuggling strange-looking parcels into the house, and in certain solitary occupations in the drawing room. But toward the early dusk of the winter day the blinds were pulled down, the folding doors were thrown open, and then the little people, dressed up in white, tingling with excitement and holding each other's hands, were allowed to go in to some magic cave, with our black-coated contingent of older folk following in the rear.

There in the middle of the floor stood the Christmas tree, glittering with red and blue candles all alight, glistening with crackers, laden with toys, and crowned with the welcoming face of the Christmas Man. And there, too, was the young mother herself, waiting and watching with eager eyes for the wonder and joy in the eyes of her children. After the first moments of breathless awe were over and "Stille Nacht, heilige Nacht," had been sung, she called on the governess to play something on the piano. Then there was a romp round the tree, the young mother taking the hands of her youngest on either side, and all laughing and shrieking with delight. I stood in the open doorway, I remember, and it there was anything more moving for me in the fairylike scene than the happiness of the children, it was the searching sense of the mother-heart throbbing through and through it.

The second of the memories that come back to me is of the same home of happiness a few hours later. After various carols, sung in silvery child voices at the back of the dining room door, the house was silent, and with noiseless footsteps we were creeping upstairs behind the young mother to the darkened chamber where her golden-headed treasures lay sleep. There they were under the blinking night-light, looking soft and white as milk, each in her little cot, which was banked up with dolls and oranges and chocolate boxes in such positions that they must be the first things seen by the little sleeper when she opened her eyes in the morning. This was another and yet more touching scene out of fairy-land, and it had the same sense of the mother-heart throbbing through and through it.

The Contrast In England

And now, with a hot and quivering heart, I think of other scenes in England which seem to say, rightly or wrongly, that the German mother who loves her own so tenderly can be more cruel to the children of the English mother than the wolf to the whelps of the fox dam.

One is of a murky night in the first months of the war. On the top floor of a tenement house in North London three little children (just as white and soft and sweet as yours) lay asleep in each other's arms. A Zeppelin came riding through the blackness of the skies, and dropped bombs on their humble home. All three were killed.

In the Spring of the present year a laboring man who lived in a cottage on the edge of a little holiday town on our southeast coast, was smoking his last pipe late at night before going to bed, when a shell from a German destroyer on the dark sea outside struck the upper story where his wife and

children lay asleep. Amid the crash of falling timbers he reached the foot of the broken stairway and called up to his wife. There was at first no answer, and then out of the darkness came a frightened cry from his little daughter, five years of age.

"Come down, dearie," he called.

"I can't, daddy, I'm hurt," cried the child.

The distracted man clambered up to the child, carried her to the outer door of his house, told her to find her way, if she could, to her grandmother's down the street, and then returned to look for her mother and baby brother in the bedroom above. When he found them they were dead.

A fortnight ago, toward noon of a heavenly Summer day, in an infant school in East London, a hundred children, ranging in ages from 3 years to 6, were singing their last lesson before the time came to scamp home in childish glee to their midday meal, when out of the sunshine of the sky two bombs fell from a German air machine and killed ten of them and wounded fifty. The scene was a frightful shambles. Some of the children were destroyed beyond all recognition, their sweet limbs being splashed like a bloody avalanche against the broken walls. And a moment later their mothers, coming breathless, bareheaded, and with wild eyes to the school door, saw the mangled bodies of their babies brought out in a stream of blood.

Is Murder Worth While?

Mothers of Germany, if I have not spared you the pain of these descriptions it is because I want you to realise for yourselves what English mothers feel about the murder of their innocent children, who knew nothing of the war and had done no harm to any one. Who manned the legion of devilish engines that dropped death on them from the sky? Your sons, and some of them are still so young that it must seem to you only as yesterday since you nursed them on your knees. Who directed them? Your fathers and husbands, and some of these are the rulers of your nation, and therefore responsible for the cowardly outrages. But motherhood is the supreme power in a State, always has been, always will be, always must be, and if you, mothers of Germany, had set your faces against the doing of such things they would never have been done.

Were they worth while? Has the military advantage gained to the arms of Germany by all her air raids put together been worth the golden head of one daring child? It has not. You could walk for a week through the thousands of miles of the streets of London without seeing a trace of Zeppelin damage. Only one real result has come of these barbarities from first to last—a hundred and fifty little coffins have been carried to the cemeteries of South London and Poplar, and the hearts of English mothers are afeared with burning coal.

I will not attempt to answer the arguments with which, when your mother-hearts have been troubled by reports of the hideous calamities that have fallen on our children as from the kingdom of death and hell, your military leaders have put you off—that they were accidents, military necessities, that London is a fortress which it is imperative to subdue, that what Germany has done in London is less than what Frenchmen did at Freiburg, that war is war and the only mercy is to make it terrible, so that it may be the sooner ended and the peace of the world restored. You are mothers, and I will only ask you some simple questions out of the soul of your motherhood—they will be easier answered.

Have you considered what a crime against childhood is involved in these unnecessary atrocities? We come into the world through pain; most of us leave it in pain. Birth is a great agony; death may be an agony also. But between these two there is nearly always one golden strip of life, full of joy and peace and sunshine—childhood. To blacken out that sweet period altogether, to snatch the little, happy soul from

(Continued on Page 11)

If World's Safe For Democracy Is Democracy Safe For World?

German, Frenchman And Belgian Think Democracy No Improvement On Monarchy And Say We'll Have Communism

By Charles Law Watkins In The New Republic

In Le Matin which I bought from a little girl in the sloping square before the Gare de Paris I first saw in type Wilson's battle cry, "Make the world safe for democracy," and thrilled to it, as I suppose did most Americans. It was not until an hour or two later that it occurred to me that those ringing words may in reality have sounded the knell of democracy.

It happened this way. I found myself in a second-class compartment with three soldier-philosophers. You have never heard of them and I myself cannot now remember their names. One was a citizen of Germany, another was a citizen of France, and the third was a citizen of Belgium. The first was a forty-year-old Alsatian who had fled across the border in 1914 and joined the French army; the second was a stretcher-bearer who had formerly been a music-hall singer; and the third was an aristocratic young Belgian officer. There was also an ill-mannered young French cadet from the artillery school near Havre, who had his own views on democracy and shouted them to us through his cupped hands if anyone happened to be taking when thoughts occurred to him.

At first they mistook me for an English officer, and left me to my paper. The three who were in French uniform divided some white wine and oranges, while the Alsatian exposed, with gesture, the decadence of the society manners of wealthy young French girls. The imitation of a demopsele serving afternoon tea, as presented by this scarred old corporal whose uniform was caked with Somme mud, before long thawed the reserve of the Belgian lieutenant, who was led to talk of the first days of the German invasion. He was not then in the army, and was living at his country home near Liege. He had gone out in his automobile to help with the wounded. He had seen the Germans march into his country, and had traversed the ruin they had left behind. He had even passed back and forth through the German lines carrying wounded and destitute civilians. They had not molested him, he said. I expected to hear first-hand of atrocities, but it seems that in those first days they were too busy with Liege. It was the marvelous array of the German army that seemed to have impressed him most. "Incredible! Magnifique!" he said again and again.

Later on the talk drifted to socialism and the Internationale. I was delighted to hear them unanimously condemn the latter organization, principally upon the belief that it had been inspired by the Kaiser as a means of disarming France before the arrival of the Day.

Doubts Democracy's Virtues

I then asked the Alsatian corporal if he had read Wilson's address, and pointed with some pride to the phrase about democracy. He looked at the sentence thoughtfully for a moment and then passed it to his friend, the former music-hall singer, who nodded and smiled without any great enthusiasm. Finally the corporal spoke: "Is it worth while then, to make the world safe for democracy?"

"What I want to know," threw in the stretcher-bearer, "is democracy safe for the world?"

"What is wrong with it, in your opinion?" I asked.

"In your lifetime," he replied, "you have seen monarchy after monarchy fall, n'est ce pas?"

I nodded.

"And because they have ennobled and enriched the few at the expense of the weak—no? Now, m'sieu, in what respect is democracy any improvement on a monarchy? You should know. You come from the world's greatest democracy."

After a moment's hesitation I replied: "Democracy has this virtue—"

"It comes to me as I was reading Mr. John Masfield's new book of poems, oddly named 'Lollington Downs' (Heinemann); for Mr. Masfield is manifestly bored by the war, so he has taken care to put the war in its proper place, the background—and what a background! Through all these poems it makes itself felt like a beast crouching behind a bush, but it is never allowed to intrude upon Mr. Masfield and his quest of the clue. If there be a clue, and his search for the answer, if there be an answer, to—well, to Mr. Masfield.

"Mr. Masfield in these magical sonnets throws many a lasso at his nymph, and it is the finest imagin-

each of the many has the opportunity to become one of the few."

This did not seem to impress him as a virtue of any great importance.

"It is always the strong who rule—" he said, "who become rich—who are happy, whether it be in France, or America, or England, or Germany. Monarchy or democracy, it makes no difference. It is the ambition of the strong for themselves or for their country that makes the war. They have the same fault at bottom—if monarchies must fall, why should democracies endure?"

"I will tell you what is wrong with democracy," interjected the Alsatian corporal. "It is the Champs Elysees of individualism. It is the playground of the ego. Everybody grabs what he can, and the strongest grabs the most."

"If democracy is worth nothing," I asked, "with what will you replace it?"

"They did not answer," I said.

"With an emperor!" shouted the young cadet suddenly. "You are not fit to govern yourselves, and you confess it. Besides, I have heard my father say, had we an emperor we should now be in Berlin."

They ignored him.

"We will replace it," said the Alsatian at last, "with a new order."

"Call it socialism, communism, or what you like, but be sure, m'sieu, it will not be monarchy, democracy, or individualism. There will be no place in the world for democracy after the war."

"Listen, m'sieu. For the first time in the history of the world nations have gone to war as a whole. You have seen Germany mobilised to the last man, woman and child. You have seen the same thing in France and England—everyone bent to the yoke without regard to personal desire except a few sales embassies who have bought themselves bureau positions in Paris."

"Cochons!" snapped the stretcher-bearer.

Communism Coming

"Be sure that the young men in the trenches, and the young women in the munition factories, know what communism means. They are performing the service to which the state commands them. They receive the same six sous per day, the price of ten cigarettes. They eat the same food. They obey the same commands, and live in the same hovels and ditches. The value of his life, and your life, and my life, is now reduced to the same figure, and what is the figure, hein?"

He held up the finger with which he had been pointing to us. "Just that, m'sieu, a very small 'I'. We are so many little blue units, whom France exchanges for so many hectares of bloody terrain. You and I may have considered our lives precious things, but to the state they are worth a meter of enemy trench."

"We fight on though," explained the stretcher-bearer, lest I get a false impression. "La France, quand meme!"

"Yes, to the end!" explained the corporal. "But the end, at the end of what then? Shall we forget these three years? Shall we turn the country for which we have bled, nous autres, back to the politicians, back to the capitalists, back to your democratic aristocrats who ride through the boulevards in automobiles? Who saved the country—to whom does France belong? It belongs to us who fought—to the women who labor in munition factories—to the peasants who support the orphans of dead friends, France is ours now, m'sieu!"

He struck his chest with a wide gesture, and pride shone in his eyes. "C'est vrai," I interjected, the stretcher-bearer tensely. "And do not forget," he added, "that war has taught us how to govern the country that is ours. We have for three years been trained for the new order. We have lost our individualities, our foolish desires, our envies. What we

able sport to watch her eluding him with a gleam of mockery in her eyes. But she has some hairbreadth escapes, as in this glorious sonnet:—

"Here in the self is all that man can know
Of Beauty, all the wonder, all the power,
All the unearthly color, all the glow,
Here in the self, which withers like a flower;
Here in the self which fades as hours pass,
And droops and dies and rots and is forgotten
Sooner, by ages, than the mirroring glass
In which it sees its glory still unrotten.
Here in the flesh, within the flesh, behind,
Swift in the blood and throbbing on the bone,
Beauty herself, the universal mind,
Eternal April wandering alone:
The God, the Holy Ghost, the atoning Lord,
Here in the flesh the never yet explored."

"Is there anything in Vaughan or Crashaw or Francis Thompson to beat that? It is not by any means the only sonnet of the sort in this book. There are many others, and if you read them you will experience the fun of being resurrected for an hour or two. Talk of miracles! Why, here is poetry that can raise any Lazarus from any grave."

"I commenced this article with a

want is peace, and to see no more of death and poverty and suffering. We have learned to share—as Verlaine says—even our happiness and our tears."

America Must Suffer To Learn

"If I were a socialist," exclaimed the corporal, "I should not strive to stop the war. I should not want to go to Stockholm. Now that America is engaged I should want to see it fought to the ghastly end. I should hope for the mobilisation of every citizen of America, and for the confiscation of every farm, factory and railroad. I should hope to see millions of Americans in the trenches. For then, when peace came, we should find the machinery ready, and the people trained, for socialism—just as in Europe."

"But are you not a socialist?" I asked.

"Who knows?" he shrugged.

"I am only a believer in a new order. I leave it to wiser heads than mine to define it."

"May I say a word?" interrupted the gentle voice of the Belgian lieutenant.

"Monsieur?"

"What you have said, messieurs, interests me very much. I believe I may say that I am a member of that class which you describe as democratic aristocrats. You seem still to feel a certain antagonism toward them. Eh bien, continue, for it is with that class that you will have to deal after the war."

They listened to him attentively.

"There are some of us," he went on, "who have also shared the six sous, the mud of the trenches, and your suffering. There are many of us whose fortunes are all gone. We too have learned to share. And to share with a smile. You will find many of us who will meet you half-way—and more. Of course we Belgians may not agree with you as to the form of government . . . we love our king. But in the essentials I too believe that your new order is to arrive. I hope so. And I trust that the adjustment will be one of reason, for after all—it is our country too."

He smiled, and settled himself in his corner with a novel.

"Comrade," said the old corporal, raising his bottle of white wine, "Salut!"

After I had returned to America, and had seen upon every billboard the slogan, "Make the world safe for democracy," this conversation recurred to me again and again.

In America we have the last bulwark of individualism, which is synonymous with democracy as we know it, and the storm of war has at last broken against it. Already Wilson's first war measures have set about undermining it from within. The draft proceeds and 10,000,000 men are no longer free individuals, but units of a community assigned for an arbitrary purpose. The excess income and profit taxes are on the books and a man's private fortune is now to a large degree subject to the call of the state. How long a stride is this toward fixing the sum which any man may earn? Already control, veiled as polite requests, has been exercised over factories and railroads. Already a vast army of men and women have voluntarily given up to selfish aims and pleasures to give their best services to the state. These are heavy blows at individualism—huge chips from the rank growth of American democracy.

We are having our first lessons from the teacher War, and we will soon send several million young men to Europe to learn the lesson first hand. They will have seen the labyrinths of Europe cleared for the new order. "Call it socialism, communism, or what you please." They will swing the same broadsword. Will their clearing be sowed for the same crop?

And tells the tracks by which the plapets roam;
That, without moving, knows the joys of wings,
The tiger's strength, the eagle's secrecy,
And in the hovel can consort with kings,
Or clothe a God with his own mystery,
O with what darkness do we cloak thy light,
What dusty folly gather thee for food,

Thou who alone art knowledge and delight,
The heavenly bread, the beautiful, the good,
O living self, O God, O morning star,
Give us thy light, forgive us what we are,
"I do not say that the man who wrote that sonnet deserves to be knighted; but I do say that he deserves to be where he is—in the first rank of living poets."

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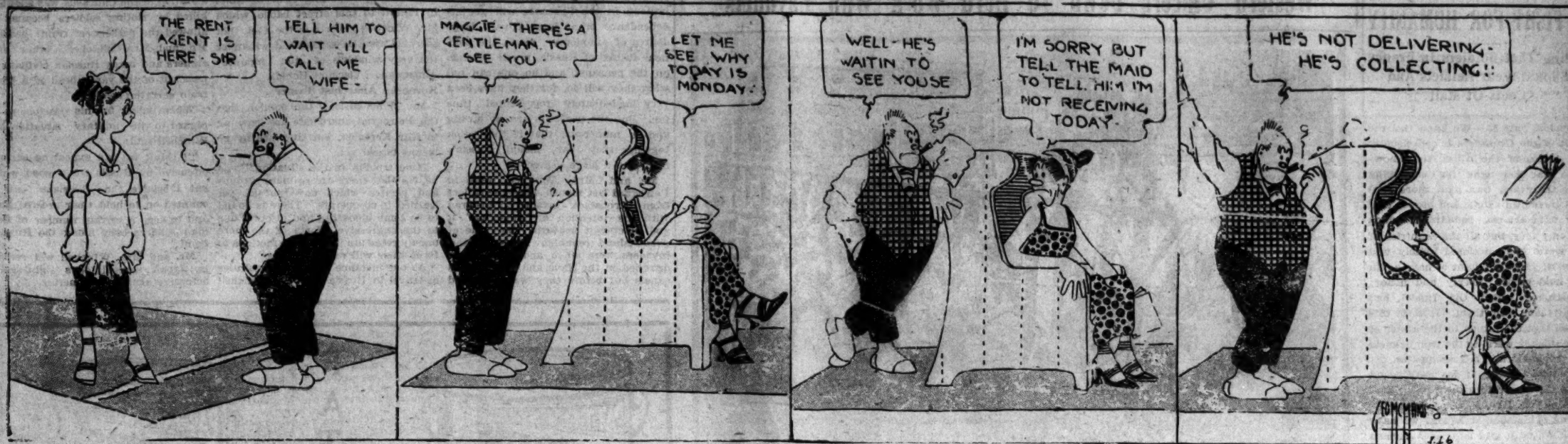
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Bringing Up Father



By George McManus

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True And Tried Recipes To Paste In Your Cook Book

Vanilla Ice Cream—Beat 2 eggs acquire a curdled appearance, how- slightly and add to them 1½ table- spoons of flour, 1½ cups of sugar and ¼ teaspoon of salt, which have been mixed together; then add gradually 2 cups of scalded milk, in which has been dissolved 1 teaspoon of gelatine that has been soaked in water. Cook over hot water for 20 minutes, stir- ring constantly at first. If this should

ever, that will not matter, as it will disappear in the freezing. When cool, or the next day, add 1 small jar of thick cream (½ pint) and 3 or 4 cups of cold milk. Flavor with 1½ table- spoons of vanilla extract. This will make 2 quarts of cream. If wished, it may be turned into strawberry ice cream by the omission of the vanilla

and the addition of 1 quart of straw- berries which have been mashed. Do not put these in, however, until the cream is half frozen.

Excellent Sponge Cake—(This is delicious with ice cream.) Beat the yolks of 3 eggs until light, add to them 4 tablespoons of milk, 1 cup of sugar and 1 cup of flour with which has been sifted 2 teaspoons of baking powder and ¼ teaspoon of salt. Last- ly, add about 1 teaspoon of lemon and vanilla for flavoring and the stiffly beaten whites of the 3 eggs.

Ebony Cake—Cream together ½ cup of butter and 1 cup of brown sugar and add 2-3 cup of chopped seeded raisins, mixing them in thoroughly. Then add the well-bea- ten yolks of 2 eggs, 2-3 of a cup of sweet milk and 2 cups of flour with which have been sifted 1 teaspoon cream of tartar, ½ teaspoon of soda, 1 teaspoon of cinnamon, 1 teaspoon of allspice and 1 teaspoon of cloves, also ¼ teaspoon of salt.

Chocolate Puff Balls—Beat the whites of 2 eggs until very stiff, and stir into them slowly 2 cups of pow- dered sugar and 2 tablespoons of corn starch, also 2 ounces of grated choco- late, all of which have been well mixed together. Drop from a spoon on buttered tins and bake for about 15 minutes in a moderately hot oven.

Further Cake—Cream together ½ cup of butter and 1 cup of white gran- ulated sugar, add 1 egg well beaten, 1 cup of milk and 2 cups of flour, sifted with 2 teaspoons of baking powder and a pinch of salt. Flavor with extract of vanilla or lemon, ac- cording to taste.

Ribbon Cake with Jelly—This is to be made in two parts, one light, the other dark, and to be put together with jelly. For the light section, cream ½ cup of butter and work into it 2 cups of granulated sugar. Add the well-beaten yolks of 3 eggs, 1 cup of milk and 3 cups of flour, sifted with 2 teaspoons of baking powder and ¼ teaspoon of salt. Add the whites of the 3 eggs, beaten to a stiff froth, and flavor to taste with vanilla or lemon extract. Bake 1-3 of this light part and stir into it 1 tablespoon of molasses, a piece of butter the size of a walnut, which has

been creamed, of course, ½ teaspoon of cinnamon, ¼ teaspoon of cloves and ¼ teaspoon of allspice. Bake the light mixture in 2 pans and the dark in one, having the 3 pans the same size and well greased. Put together with the dark cake, in between the other two, and spread jelly between the layers.

Almond Cream Cake—Cream 1 cup of butter and work into it 2 cups of sugar. Add ½ cup of milk, 3 cups of flour, sifted with 1 teaspoon of cream of tartar, ¼ teaspoon of soda and a pinch of salt. (Some cooks dissolve the soda in the milk.) Add also 1 teaspoon of almond extract and the whites of 8 eggs, beaten to a stiff froth. Bake this mixture in 4 layers of equal size. The cream filling is made as follows: Whip 1 cup of thick cream until stiff, then beat into it 1 cup of powdered sugar, and 1 cup of almonds, which have been blanched and chopped very fine. Add also the whites of 3 eggs, beaten stiff, and 2 teaspoons of vanilla. When the layers are cool, spread with this cream and put together.

Coconut Layer Cake—Cream to- gether ½ cup of butter and 1½ cups of sugar; add 3-8 cup of sweet milk, also 1 coconut, grated, and the milk of it. Stir together 1 teaspoon of cream of tartar, ¼ teaspoon of soda and 1 pint of flour, and add also the whites of 4 eggs, beaten until very stiff, and ¼ teaspoon of salt. This will make 5 layers. Put together, when cool, with a cream made as fol- lows: Put into a double boiler 1 cup of grated coconut, ½ cup of sugar,

2 eggs well beaten and the juice and grated rind of 1 lemon. Let this mix- ture boil until thick, stirring it con- stantly. Cool before spreading it on the cake.

Lightning Cake—Beat 2 eggs to- gether until light and then add 1 cup of sugar, 1 cup of flour, 1 heaping teaspoon of baking powder and a little salt. Beat all together and add ¾ cup of boiling milk, with butter the size of a walnut melted in it. Flavor with extract of vanilla or orange.

Ice Cream Cake—Cream together ½ cup of butter and 1 cup of sugar; add the well-beaten yolks of 2 eggs, 2-3 of a cup of milk, and 2 cups of flour sifted with 2 teaspoons of baking powder and ¼ teaspoon of salt. Add lastly the whites of the 2 eggs, beaten to a stiff froth, and flavor to taste.

Pecan Sticks—Beat 2 eggs slightly and add gradually 1 cup of brown sugar and ½ cup of flour, sifted with ¼ teaspoon of baking powder and 1-3 teaspoon of salt. Add also 1 cup of pecan meats, broken into small pieces. Bake spread out in a shallow pan in a moderate oven.

Spider Johnny Cake—(A Southern recipe) Mix together 1 cup of corn meal and ½ cup of white flour; add 1 tablespoon of sugar, 1 tablespoon of drippings, 1 level teaspoon of salt and 1 level teaspoon of saleratus, dis- solved in hot water and put into 1 cup of sour milk. Add 1 egg and try the batter 5 or 10 minutes in drippings in a spider on top of the stove.

An Appeal To German Mothers

(Continued from Page 10)

the light of the sun—what an iniquity!

Have you thought of the sin against motherhood? When a woman bears a child she is a creator. God grants her the right, highest and proudest of His creatures, to repeat the miracle of creation, in be- coming a mother, she centers into the greatest of all empires, the holy empire of motherhood, whereof the only King, the only Kaiser, is God, and therefore her fealty is first to

Him. When, out of the valley of the shadow of childbirth, she comes back with the new life, the light of a great joy is upon her, and neither the fear of poverty nor yet the dread of shame can quench it. To put out that light by putting out the life of her child—what a crime against motherhood!

The Duties Of A Mother

Have you thought, too, of the right which nature gives to a mother to protect her child? That is a greater right than has ever yet been written in any lawbook. Deep down in every mother's heart it lies, and it is sacred and everlasting. The first of a mother's duties is to protect the little body she brings into the world and the living soul it shelters. The mother who would let harm befall her child, even to save her- self, would be more guilty than the most savage of the lower animals. The animal mother will fight the felon sire for her young, and because of her motherhood the male partner gives place to her. An eternal law seems to grant to the mother of all species the right to kill, if need be, that her offspring may not be killed. By the measure of that right we may judge of the wickedness of taking it away from her. To outrage the sanctuary of the mother's breast by robbing it of the child it suckled is the crime of crimes. It is a crime that shames both the world and God.

And have you thought, also, that if our Christian faith counts for anything, these helpless little ones who have been so cruelly done to death are mightier far than the whole of the German Empire now? Of such is the Kingdom of Heaven. If it is to God only that they can look for justice, their victory is sure. He who is too weak to fight

for himself has God to fight for him. Is it only an idle thought, a foolish superstition, that until the trump of doom they will be waiting at the bar of God, at the feet of the Mother of all Mothers—these slaughtered innocents, with eyes that are as the eyes of your own children?

Mothers May Demand Reprisals

I will not speak of reprisals except to say that, logically or illogically, nearly all that is best in our country is against them. But it is a fearful thing to play with the human soul, and of all souls the mother-soul is at once the sweetest and the most terrible. Therefore, not as a threat, nor even as a warning, but only as a light to light up the heart of the British mother, I tell you, mothers of Germany, that if further air raids over England should kill still more English children, no church, or press, or parliament, or govern- ment, or backward thought of Freiburg will be able to withstand the demand of British motherhood (bleeding for the loss of its dead and trembling for the safety of its living) for justice and retribution, and that the only result will be that thousands of your German children, just as sweet and innocent as our own, and living now in the fullness of their childish joy, will soon (God knows how soon) be carried to their graves.

Mothers of Germany, let us stop the madness and delirium of such an unnatural conflict, and so make reprisals on either side unnecessary. Is it not horror enough that through starless nights and hopeless dawns all Europe is in sorrow for the daily sacrifice of the flower of its young manhood? Must the world weep for the slaughter of its children also?

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Talks to Mothers

No. 8

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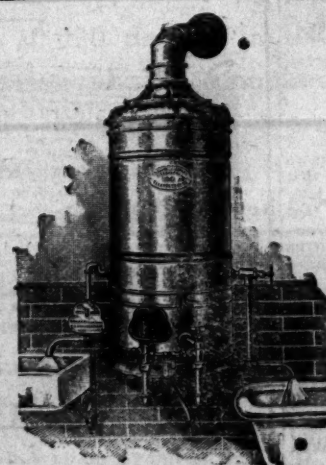
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LIKE CRUSADERS OF OLD, FIGHT FOR HUMANITY

Fitting That Soldiers In France
Should Wear Helmets And
Coats Of Mail

London, July 22.—We know that the spirit of the Crusaders is conscious in the armies of the Allies, the knowledge that they fight for something more than their own gain, more even than their own safety and peace; that they fight against something which not only they, but all the countries of the world have declared unholy and unclean; that they fight to have again and hold secure, liberty and honor; holy things which the Infidel had nearly taken from them. It is for this reason that the return to the armor of those distant wars, to the iron helmets and the mailcoats, has seemed an act of strange fitness. If we have found the same armor to protect us against the shells of Krupp as against the arrows of Saladin, it is that we have found we must still fight as Austrians fought the Turks and the Spanish fought the Moors if we are not to see destroyed those things on which all Christian Europe is founded.

Even that ancient ceremony of dedicating the sword to God still endures, though men carry no swords to battle now.

It chanced that the orders to cross the seas were given to certain battalions one Saturday, and that the next day, their last Sunday in England, fell within the octave of Corpus Christi. At the Catholic Church in the town the service was to be a service of soldiers followed by a procession. It was two soldier acolytes who carried the long tapers and lit the candles on the altar, and when the priest in cope and biretta had taken the pyx from the tabernacle and the gold monstrance and placed them on the throne, the Host looked down into the dimness of the church on the sunburnt faces of soldiers and their khaki uniforms dustlike among the old gray stones.

It was a choir of soldiers, wearing their uniforms under their cassocks and cotas, who sang the "O Salutaris Hostia" and four officers who stepped forward to carry the priest's canopy. Behind a regimental band the procession moved out of the church—first the men and women of the parish, then 500 soldiers, then the choir and the altar servers and the priest under the canopy that the four officers held. It passed singing along the old walks of the churchyard and the rectory gardens to where an altar had been set up close by the low wall that ran between the gardens and the street. There the priest set the Host on the throne and the men and women knelt on the grass.

The street was full of passing people. It was the last Sunday of the soldiers who had been there for months, changing all the life of that quiet town. Now one night in the week to come there would be tramping and the roll of wheels and the sound of singing and the town would wake next day to find the camp empty and its own streets deserted. But this day the streets were full. The men and women as they passed looked across the low wall at the altar and the priest and the kneeling people and they too stood and faced the Host. So they gathered silently as the Litany of the Blessed Virgin was recited and the "Tantum Ergo" was sung. You would hear laughter up the street and feet hurrying toward the crowd and then both turned suddenly to stillness at the sight of the altar and the sound of the singing.

When the veil was placed over the priest's shoulders and he rose and took the Monstrance in his hands and turned to face the people, he held the Host up to a great throng; only the low wall divided it in two. It stretched from the grass at the altar to the houses on the other side, filling all the street; it stretched far up and down street, and there were people standing in the windows. It seemed as if the whole camp and all the town had been gathered suddenly together by an unseen hand into that sunlit street for this last benediction.

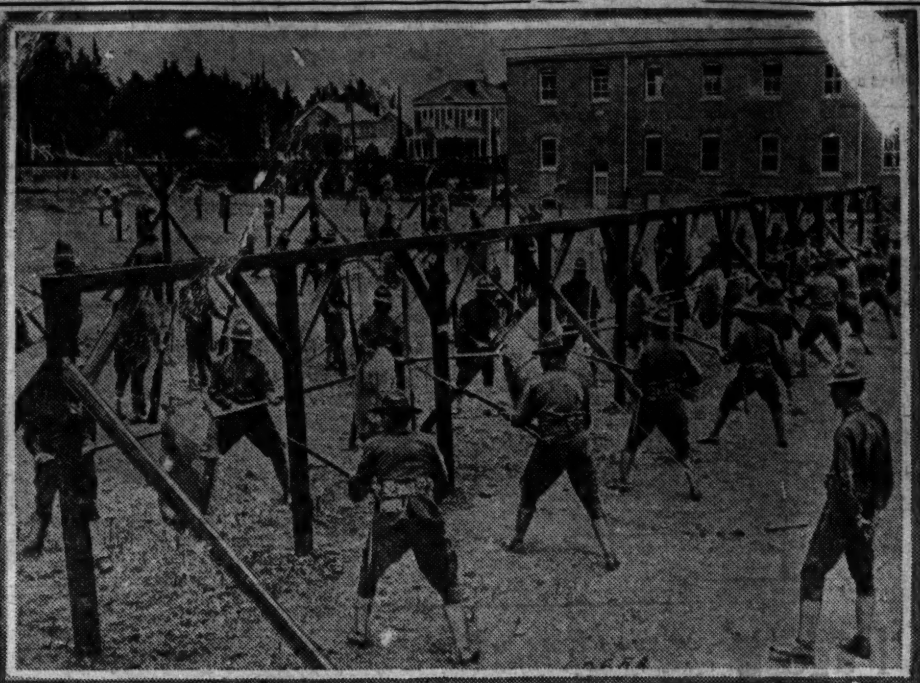
Then the four trumpeters sounded the "General Salute." So the men of that brigade dedicated their swords as the Crusaders before them at that altar. It was only three weeks later and early on a Sunday morning that the brigade first went into action and many who that day had received the benediction of the Veiled Christ passed to see Him in His full glory.

RUSSIAN RESISTANCE IS NOW IMPROVING

Kornilov Says His Country Will
Never Surrender—War
Just Beginning

London, August 8.—Before leaving for the southwestern front to assume the chief command of the Russian armies, General Kornilov declared that the Russians never would surrender. The second phase of the war is now beginning, he said.

Western Officers Down To Hard Work With Bayonets



Bayonet practice with dummies at the Officers' Training Camp at Presidio, Cal., the largest Western training camp of the kind.

Washington Hears Japan's Fleet Quits Rumor Is That Destroyers Were Recalled With Enforcement Of Steel Ban

New York, August 7.—A rumor is in circulation in Washington that Japan is withdrawing her destroyer flotilla from the Mediterranean Sea on the pretext that these warships need repair, and that Japan does not seem to have any intention to replace the warships with substitutes. This decision of the Japanese government has been arrived, says the rumor, soon after the announcement of the United States government that more destroyers would be needed to combat German submarines and that American steel would not be allowed for exportation in the future.

CHINESE WILL BUY ARMS FROM JAPAN Sign Of War In General Kuan Yi-chun's Arrival In Tokio

Tokio, August 11.—That China is seriously thinking of military affairs these days is indicated by the arrival in this country of Major-General Kuan Yi-chun, of the Chinese army, who comes to Japan to purchase arms. General Kuan intends to place a large order with the Japan Arms Manufacturing Company of Osaka. In the past China has bought a large quantity of her arms and munitions from Germany but now that the German sales have stopped and China has broken relations with Berlin purchases from Japan are expected to be increasingly large.

The contract with the Japanese company has not yet been signed, for the Chinese army representative demands assurance that the Osaka concern can fill the order. Just what this is has not been announced, but General Kuan visited the Departments of War and of Agriculture and Commerce yesterday to gain their aid and co-operation in his negotiations.

Not Till Russia Gets Worse Will She Start to Recover

That Will Be Day After Tomorrow, But the Ills Begin
Tomorrow, According to American Engineer

Tokio, August 13.—"I am sure that day after tomorrow Russia will be all right, but her trials are going to come tomorrow."

This is the epigrammatic way in which Mr. H. V. Winchell, an American mining engineer just out of Russia, sums up the situation in that country. Or to put it epigrammatically again, but in different words, he says:

"Of Russia's ultimate recovery I am certain, but she is going to be worse before she is better."

Mr. Winchell, whose home is in Minneapolis, Minn., with Mrs. Winchell entered Russia last March just before the revolution. In fact, they were on the Siberian express on route for Petrograd when the Tsar was deposed. Mr. Winchell has visited most of the important centers of Russia since that time and has had an exceptional opportunity to see Russia trying to adjust herself to the unusual liberty which was suddenly thrust upon her.

As intimated already, Mr. Winchell is an optimist so far as Russia's ultimate future is concerned, but he feels that there are trying days ahead before the great Slav country can work out her own salvation.

Transportation Is Improving
"In one very important matter things in Russia improved greatly during my stay there," said Mr. Winchell. "I refer to transportation. When I came out of Russia just recently I saw probably twenty times as many loaded trains bound inward toward Petrograd with supplies as I saw going in the same direction five months ago."

"Moreover, I do not believe that Russia is in a great need of new rolling stock, as many foreigners seem to believe. What she most needs is to get into repair a large number of cars and locomotives which have been left idle merely because they have a loose bolt or some other slight defect. Russia, like England, mobilized her

active men for war without very much regard for their usefulness behind the firing line, and the result is that she has lost the services of many mechanics and engineers who are much needed in industry and particularly on the railroads."

While the transportation system is reported as improving by Mr. Winchell, he thinks that the food situation is becoming no better and that it will be very serious next winter in the colder parts of Russia.

"People who are standing patiently in long bread lines now for hours at a time," said the American, "will not put up with that sort of thing when the thermometer is below zero. If bread is not quickly forthcoming under such circumstances they will break into the shops and help themselves."

No Ford To Spare

"It is very important that the distribution of food should be perfected before winter, but the prospect is not very bright that this will be done. I believe that there is enough food in Russia to go around if it is carefully distributed, although I am not one of those who believe there is any surplus for other countries. The removal of fifteen to eighteen million men from the fields to the front and the drill ground has inevitably hampered Russian agriculture, and Russia has no food to spare for other countries and will have none for some time even if the most is made of her present resources."

"Is there any danger that Russia will disintegrate into eighteen or twenty little republics?" Mr. Winchell was asked.

"Not so many as that," he replied with a smile. "But there is a strong



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chance that Finland, the Ukraine, and perhaps some of the tribes or small nations in the Caucasus will get independence or at least a very large degree of autonomy. As to the political future of Russia, much depends on the peasants, and no one can tell what they will do, for they have been very inadequately represented thus far. But the peasants are so strong and so numerous, that if they stick together they can mould Russia's future to a large degree."

Mr. and Mrs. Winchell were in Petrograd last month when the sailors from Kronstadt invaded Petrograd with the intention of "annexing" it and placing it beneath the rule of their island republic. Many of the invaders were killed and others were drowned in the Nava and in the city's canals but before they were defeated

they killed many of the defending force. One interesting item of news in regard to this street battle which Mr. Winchell reports is the fact that several Cossacks were shot down under the very windows of the Japanese Ambassador, Viscount Uchida.

Kerensky Anarchist Tamer

Mr. Winchell is of the opinion that the Petrograd anarchists are learning to fear Kerensky, but they are by no means tamed yet.

"One trouble in the situation," said he, "is that there are so many groups and parties which have not as yet learned to co-operate. There is bound to be some bloodshed and disorder due to the aggressive efforts of the more unruly elements in all these factions to force their will on the others."

As one instance of the uncertainties of travel in Russia now Mr. Winchell

cited the fact that the yard master at a station in the Caucasus was shot and killed by rioting soldiers because he allowed the passenger train bearing Mr. and Mrs. Winchell, other foreigners and many Russian civilians to pass out of the yard ahead of a troop train carrying soldiers.

When asked for his conclusions in regard to the military situation Mr. Winchell said:

"I think we can expect no serious offensive by Russia for a good while, but I believe the Russians can be counted on to hold their present lines and to keep a certain number of German soldiers busy along the Russian front."

Mr. and Mrs. Winchell will remain in Japan several days sight-seeing before returning to America.



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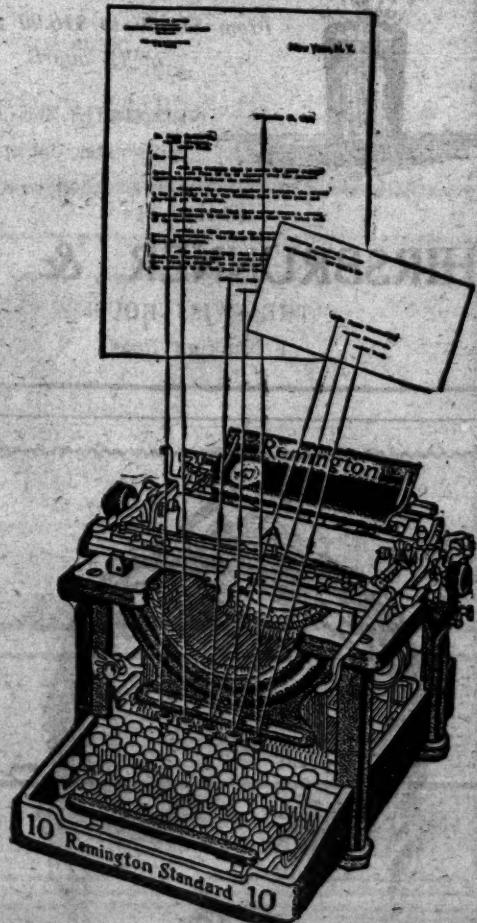
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War Has Taught Britain Real Value Of The Individual Life

German Militarism Treated Workman As Tool Of State; British Industrialism Treated Him As Tool Of Capitalism

This suggestive article illustrating how the war has brought about a revolution of values in the land and water.

During the nineteenth century the ideas that grew up with the Industrial Revolution governed more or less unconsciously our outlook on life. Many people would have said to themselves quite frankly that there were economic laws, as absolute as the laws of nature, which determined the distribution of wealth, and that by those laws a large proportion of the population was condemned to a life of ignorance and poverty. Many who would have shrunk from so painful an admission were none the less discouraged from expecting any substantial improvement, because these ideas were present in what some psychologists call the sub-liminal consciousness.

Political economy had produced a Calvinism for this life which closed the door of hope as effectually as the Calvinism which theology had produced for the life of the next world. The fundamental cause of this pessimism was the habit of thinking of society exclusively as an economic community, competing with other economic communities, which could only succeed by the ruthless disregard of human rights and feelings. The Industrial Revolution put capital in power, for men argued that capital created the wealth which society existed to secure and defend, and that it was therefore the place of capital to dictate to the State the laws and arrangements of its life. The most extreme application of this doctrine was seen, of course, in the resistance to the Factory Acts when men like Lauderdale argued that a mill owner was to be allowed to work a child of eight as many hours of the day and the night as he pleased unless we meant to put a stop to all progress in the world.

The war has shaken this whole set of preconceptions as no destructive criticism could have shaken it. In any great struggle of this kind there is a certain conflict of ideas which affects the imagination of the combatants. Thus in our long war with Revolutionary France, our ruling class became more and more reactionary, because they came to associate all ideas of liberty and reform with France, with the atrocities of the Terror and her disturbing energy in Europe. The fear of what Pitt called in a brilliant phrase "the liquid fire of Jacobinism" overshadowed the fear to French power which had dominated British politics before the Revolution. Similarly in this war we are fighting not merely against a powerful enemy, but against a theory of life as well.

The European German Ideal
Roughly speaking, we may say that Germany represents in Europe the ideal which makes the army the model for the State. When the father of Frederick the Great gave to Prussia the most perfectly drilled infantry in the world, he gave her the basis on which later rulers were to build up her civilisation. The essential features of a military organisation of a very rigid type have been copied into all her civil institutions. Our Ambassador at Berlin, in 1777, described the impression made on his mind by the success with which Frederick the Great applied to all the problems of administration the method and discipline which his father, first and last a drill-sergeant, had employed to make Prussia a military power. "The Prussian Monarchy," he wrote, "is a vast prison in the center of which appears the great keeper occupied in the care of his captives." More than a century later, a few years before the outbreak of this war, Bulow gave us the ideal of German administration when he said in his book on Imperial Economy, that "every department should be organized as if war were going to break out tomorrow." Germany is a military State and everything is subordinated to the needs of military power.

What many people had overlooked before the war, when a certain indiscriminate admiration of German administration was in fashion, was that this ideal underlies all that is humane and considerate in her political system as well as all that is brutal and peremptory. The care bestowed on education, health, housing, town planning, springs from a definite anxiety for the efficiency of the army. Every German is a potential soldier, and every German child who dies or grows into a delicate man is a loss to the army. German Government thus fosters life in the spirit in which a General would seek to combat disease in Mesopotamia or Palestine. But the same motive that makes the German insure the workman and consider his health and housing makes it refuse him the right of free speech, and any control over the affairs of his national life: he is never allowed to forget that he owes obedience, even in his thoughts, to the ruling caste. For the fact that Germany is a military State governs all the relations of social life and the claims of personal freedom. The statesman asks about a German workman not what he should expect as a citizen, but how he should be treated and brought up if he is to become a good and obedient soldier, ready to shoot foreign enemies, but ready also, as the Kaiser has said, to shoot his own parents, if the autocrat requires it.

Like Error In British Industrialism
Now this theory, in many respects the antithesis of the commercial theory that sprang from the Industrial Revolution, has one important feature in common with it. In both there is the same underlying refusal to think of the workman except as the instrument of a system. The early economists could only think of the workman as the instrument of the Capitalist, the modern German can only think of him as the instrument of the fighting State. In both cases all the interests of a community are grouped around a single idea, and politicians ask about the mass of the people, not what their minds demand or what they have a right to expect, but how they can best be adapted to the requirements of a general and simple scheme of life. We can see what a State becomes if it moulds all life and conduct to the needs of the mill. The resistance to the brutal demands made up in Europe by a Power which makes its citizens subordinate everything to military force, awakens in the combatants a new suspicion of a theory which subordinates every-

thing to economic force. The German says: "Our military system is the origin of our power and therefore the source of such happiness and wealth as our people can attain—consequently any course that tends to make men and women less useful and less patient instruments of that system will ultimately bring ruin and misery upon them." Our forefathers put the case for their view of the relation of the Capitalist system to society in much the same way.

Characteristic Barbarity

Germany is carrying out her principle with characteristic thoroughness and the barbarity of her methods of war is part of her system of life. Behind all there is this fatal confusion of means and ends, and the nations that are paying for that confusion with their blood and sacrificing everything to prevent this philosophy from overpowering the world are beginning to look more closely into means and ends in their own civilisation. We who are sparing of effort to save Europe from the creed that says that no human rights count against military power are beginning to attach a new value to those rights that we have been tempted to surrender to industrial power. But there is a great difference between barracks life in peace and trench life in war. Nobody who has been trained in one of the great camps can mistake the dreary, the monotonous and sombre rhythm of their life, and it is not difficult to understand that many people expect military service to be an enslaving influence. There is indeed no doubt that special care is needed to make camp life as it develops when the army becomes more of a machine even tolerable to men of British habits. But this experience of camp life, which for most soldiers is comparatively brief and intermittent, is not going to be the decisive influence on the character and imagination of the new army.

The important fact is that thousands upon thousands of men, very many of them at an impressionable age, taken from the counter or the stove, the mine or the factory or the workshop, have passed through a revolution. They have been brought under new and dominating influences, the life of danger, the life of the open air, the life of comradeship, a wide range of experience and adventure, and each of these influences is helping to form their character and outlook, to break the bonds of custom and tradition.

Now, though it is a commonplace to say that war makes the life of man cheap, it does not make man's life cheap in the way we think of it. The more ready he is to risk it, the higher the value he puts on it. He offers it to his country as the highest sacrifice he can make, but of a very rigid type have been copied into all her civil institutions. Our Ambassador at Berlin, in 1777, described the impression made on his mind by the success with which Frederick the Great applied to all the problems of administration the method and discipline which his father, first and last a drill-sergeant, had employed to make Prussia a military power. "The Prussian Monarchy," he wrote, "is a vast prison in the center of which appears the great keeper occupied in the care of his captives." More than a century later, a few years before the outbreak of this war, Bulow gave us the ideal of German administration when he said in his book on Imperial Economy, that "every department should be organized as if war were going to break out tomorrow." Germany is a military State and everything is subordinated to the needs of military power.

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French Army 'Tanks' Seen From Loophole Of Another 'Tank'



This picture of a French tank was made from the interior of another tank, through the loophole. It gives an idea of how much the fighting men inside the iron monsters can see of the battlefield they cover.

unreal to him, because they were shrouded in an atmosphere of conventional acquiescence. He feels that if men are to suffer the indescribable misery he sees about him, the system that calls for these sacrifices must be brought into a much closer relation to the freedom and happiness of men and women. He begins to put the question with which all revolutions start, "What bearing has this elaborate system of social life on my life and the lives of others?" The economist, whose legacies our civilisation has been carrying on its back, asked the converse question, "What bearing have the lives of men and women on this elaborate social system?" For the economist started from the system and explained man's life in relation to that system, whereas the men of the new army start from life and ask of a system now it satisfies the natural wants of men and women.

There is again another important respect in which the war has emancipated our minds. When a people is thrown on its resources, it discovers new and unsuspected powers. That happened to France in 1792. Burke thought in 1790 that she had ceased to count in Europe; "France is at this time in a political light to be considered as expanded out of the system of Europe. Whether she could ever appear in it again as a leading Power was not easy to determine; but at present I consider France as not plitically existing, and most assuredly it would take up much time to restore her to her former active existence. Gallos quoque in bellis feruens audacius might possibly be the language of the rising generation." This was the prediction of a man generally regarded as a kind of seer about a people that a few years later was ruling over half of Europe. France became not a leading Power, but the leading Power, because Europe by attacking the Revolution obliged her to discover and develop her full strength.

War Has Taught New Values
This is what has happened to Great Britain in this war. In 1914 Germany was prepared for war down to the last nation. We were so unprepared that we were actually embarrassed to find the necessary drafts for our modest little army in time of peace. To the historians of this period the effort of the last three years will read like a miracle. If

are looking to self-determination as their ideal, judging the institutions of society by the opportunities they give to men and women to satisfy the needs and impulses of their character, asking infinitely more of their civilisation than they asked before the war, on the other side, the war has emancipated and widened our imagination, teaching us that we have much power over our future than we supposed. It is from the combination of these two forces, new ambition and new confidence, that the motive power of Reconstruction will come.

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AUSTRALIA GREET'S AMERICA AS AN ALLY

Flag Flies In Cities Of Commonwealth And Leaders Eulogise Wilson

SEES VICTORY NOW ASSURED

Comic Weekly, Bitter Critic Of Our Policy, Makes A Humorous Retraction

The Stars and Stripes are flying everywhere in Australia says a letter from Sydney to The New York Times. With the return of our flag to its accustomed place in the life of the Commonwealth after two and a half years of absence there is a decided recovery of the spirit of concord which signalled the visit of the Atlantic battle fleet to Australasia eight years ago.

April 20, which was "America Day," in Great Britain, had something of a counterpart in Australia—only ten hours earlier, and in other centers the American flag was much in evidence. The flag itself and devices which had evidently done service when Admiral Sperry's ships were in the Antipodes greeted the eye in Sydney at almost every step. Photographs of President Wilson were offered for sale by a leading Sydney department store. There was a great show of bunting at the Town Hall and elsewhere throughout the city.

On the next day the Acting Premier of New South Wales, Mr. Fuller, sent the following cablegram to the Secretary of State for the Colonies:

"The United Governments of the six States of Australia ask me to forward fraternal congratulations to the President of the United States on his decision to support the cause of the Allies. We do not feel that there is a need to state in detail the sentiments of our citizens. We all recognize that the success of the general cause of humanity is assured by the adherence of so great a nation under the guidance of so eminent a chief."

On April 19 the American Consul General at Sydney, Joseph H. Brittain, was entertained at luncheon by the Millions Club of New South Wales. The American colony in Sydney was well represented, and besides Mr. Brittain there were present the Vice Consul, Eli Taylor, and R. A. Lundquist, who is in Australia on a mission for the Department of Commerce.

Senator Millen, who spoke for the Commonwealth Government in honor of "Our New Ally" is a close student of American institutions and affairs. He said in his toast: "The knowledge that fighting with the Allies is the great liberty-loving Republic of the United States affords cause for rejoicing and congratulation. We can rest assured that victory is more assured than ever, and can look with confidence to the future, resting assured that with America's association there will be a greater prospect of a permanent peace after the war. We have now received America's verdict that the cause for which the Allies are fighting is justified and that Britain was right in drawing the sword on behalf of that cause."

Referring to the criticisms which had been levelled against the United States for two years the Lord Mayor of Sydney observed that "armchair politicians thought that they knew more about conducting the war than those who were appointed for the job." He continued: "Nevertheless, I think that there were a number of pacifist people in America who thanked God every day that there was such a thing as the Atlantic Ocean. These people knew that the Atlantic existed—Columbus had crossed it. Sir Thomas Lipton had crossed it. Peacelover Ford had, as a witty American put it, double-crossed it with his ark. But pacifists as well as all others had to recognise that distance has been annihilated by the achievements of the scientific world—as the operations of German submarines and wireless telegraphy will testify."

Australia is frequently called "remote" by newspapers and public speakers in the United States, but it is significant that the United States is never called "remote" by Australian periodicals, publicists, or people. Independent and blunt and concise as Australians may sometimes be as a people, there is a strong undercurrent among them of amity toward and admiration of the United States. American current events, and particularly the advances made by American scientists, agriculturists, and social reformers are all followed with the closest interest.

The entry of the United States into

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Mme. Steinheil, Of Famous Paris Tragedy, And Her Husband



Mme. Steinheil, the beautiful Frenchwoman whose name was familiar to every one eight or nine years ago in connection with the tragedy in her Paris home when her

husband and her mother were found murdered, and Lord Abinger, whom she has just married in London. Lord Abinger, formerly the Hon. Robert B. C. Scarlett, a barrister of

the Middle Temple in London, is now a lieutenant in the Royal Naval Volunteer Reserve. He is forty-one years old and succeeded to the title upon the death of his brother on May 28 last.

the war has, therefore, been the cause of much public comment already in Australia. In his Anzac Day (April 25) speech at Brisbane the Governor General of the Commonwealth, Sir Ronald Munro Ferguson, said of Britain's war efforts:

"This is not the time for nice calculations of appropriate quotas or of what it may be convenient to give or receive. Had the Allies entered upon such calculations and discussed what it would be convenient for each to give or to receive then Germany would ere now have been in possession of the world. That we are not now at her mercy is due to those who were first in the war. We are glad to think the Anzacs were among them. Whether the peril of German domination is gone for good depends on whether these same men, reinforced by those who, like the United States of America, have come in later, continue to strike with every force they can command drawn from every available quarter. We are confident they will."

A day or two later at a function at Sydney at which farewells were said to the retiring Governor of New South Wales, Sir Gerald Strickland, he said in reply to a toast:

"President Wilson selected the proper time for the entry of his country into this war. Had he entered when we hoped he might have entered he would not have had the nation with him; had he entered even a few days earlier than he has now determined upon, a part of the nation would still not have been behind him, whereas now he has the whole strength of our kith and kin to support him."

When it became certain that the United States was one of the Allies, The Sydney Daily Telegraph printed

the music and words of Mrs. Howe's "Battle Hymn of the Republic."

Bishop Stretch of the Anglican Diocese of Newcastle, New South Wales, lately said in addressing the synod there:

"The United States has been very patient, but there are limits and Germany has distinctly overstepped them. America's entry is of enormous moral value to us. Another great nation, in no way fond of war and with no object but to preserve her self-respect, has declared for the sanctity of international law as against German piracy."

The Sydney Stock Exchange has worn a decidedly more cheerful aspect since the entry of the United States into the war. Such words as these in recent brokerage firm reports testify to this: "The entry of the United States into the war... is the climax. For it means much. The event has a very vast significance and renders the position of the Central Powers hopeless."

A word should be given to The Sydney Bulletin, a quasi-radical, semi-humorous, cartoon illustrated weekly, which has the widest circulation of any periodical in the antipodes. It has seldom found any good in American policies or practices, but it made glowing and jocular amends on April 12 for many bitter gibes at President Wilson and his compatriots with pen and pencil. In its issue on April 12 the paper had a cartoon by Norman Lindsay, in which with American vessels sinking and burning behind him—the victims of German submarines—Uncle Sam was diving into a garbage barrel in an effort to find "an overt act."

But in the issue of April 19, when the United States had entered the war, a cartoon was devoted by the paper's other artist, David Low, to the Bulletin's staff trying to repent for the cartoon of the previous week

BERNSTORFF AIDED WAR ON BETHMANN

Washington Hears Former Envoy Has Become Important In German Politics

Washington, July 12.—Count von Bernstorff, former German Ambassador to the United States, is a factor in the Government crisis in Berlin, according to information which has been received in official circles here. He is reported to be an anti-Pan Germanist and affiliated with the moderates.

It was related that when Count von Bernstorff returned to Germany he found difficulty for some time in seeing the Emperor. The Foreign Office blocked his efforts, giving him assignments which made it impossible for him to make an appointment with the Kaiser. Finally, however, the returned Ambassador did see the Emperor, but what resulted has not been made known.

The statement was made today, however, that since his first audience with Emperor William Count von Bernstorff's influence in German politics has increased. He was known to be opposed to Foreign Minister Zimmermann, and it was believed that he was not in hearty sympathy with Chancellor von Bethmann-Hollweg. He was sent to the United States as Ambassador by Prince von Bulow, who has been mentioned as a possible successor of Bethmann, and persons who were intimate with the Count during his residence in Washington believe he is now working for the downfall of the Chancellor and the elevation of the Prince.

Count von Bernstorff was represented today as having taken the position, before he left the United States, that he might have prevented the entrance of America into the war if he could have communicated with the Emperor direct, and intimated that the Chancellor had withheld from the Emperor pertinent information concerning the attitude of this country.

Frank L. Polk, Acting Secretary of State, warned newspaper men today that the American people ought not to exaggerate the importance of the German political crisis as far as it related to the conduct of the war. He added that the facts should be weighed carefully and developments awaited before conclusions as to the

meaning of the situation. The apparent passing of the crisis into a mere internal shakeup confirmed semi-official estimates yesterday and led Mr. Polk to summarize the department's attitude as follows:

"It is well not to exaggerate the real meaning of Germany's internal strife on her foreign policies or on her efforts in the war. Any changes that may take place there would be much more important if they affected the military rather than the civilian, if they reached men like Hindenburg and Ludendorff, for instance."

Mr. Polk pointed to the view of the London press, which attaches little but internal importance to the crisis.

Officials are inclined to believe that the German Government has taken advantage of the crisis, which is real so far as it relates to a strong movement for internal reforms, to attempt to mislead the public of the allied countries and the United States. Neither the American Government nor the Governments of the allied countries believe that Chancellor von Bethmann-Hollweg, around whom the storm seems to rage, is of any considerable importance in German war councils.

A telegram to the State Depart-

ment says that the press of Holland quotes the Cologne Volkszeitung as saying that Helfferich and Zimmermann had been abandoned by the Chancellor, that five Prussian Ministers would resign, and immediate action would be taken respecting universal suffrage in Prussia.

LONG WAR CERTAIN, LANE ANNOUNCES

'United States Will Be Nation In Arms For Indefinite Time,' His View

Chautauque, N. Y., July 5.—There is no early end of the war in sight, Franklin K. Lane, Secretary of the Interior, wrote in a message to the Speakers' Training Camp for Patriotic Education.

"The United States," Mr. Lane wrote, "will be a Nation in arms for an indefinite time, and the Cabinet had no delusions that the way to peace will be easy."

Every preparation is being made, he said, for complete mobilization of the Nation's resources with the determination that no matter how long it takes victory must be accomplished.

"WHY AM I ILL?"



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HOW TO TELL.—Does every cold affect your back, and cause a feeling of chilliness, followed by disturbance of the kidney action? Does the use of spirits or tea or beer excite the kidneys? Are you easily worried and annoyed over trifles? Are the feet and hands cold? Circulation bad? Do the feet and legs swell? Is there a puffiness under the eyes? Do you have rheumatism, poor eyesight, headaches and backaches? Is there gravel, or any unnatural action of the kidneys?

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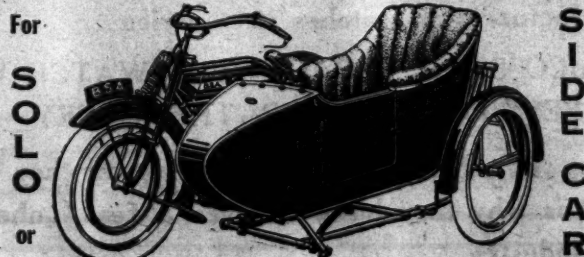
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FINANCIAL AND COMMERCIAL NEWS

Chinese and Foreign Banking Announcements

Exchange and Bullion

Shanghai, August 18, 1917.
Money and Bullion
 Gold Dollars Bank's buying rate
 @ 108 1/2 = Tls. 9.67
 @ 12.7 = Mex. \$13.30
 Mex. dollars Market rate 12.3625
 Bar Silver 1815
 Copper Cash 1815
 Sovereigns:
 Buying rate @ 4 3/4 = Tls. 4.66
 exch. @ 12.7 = Mex. \$6.41
 Peking Bar 207
 Native Interest 207
Latest London Quotations
 Bar Silver 44d.
 Bank Rate of Discount 5%
 Market rate of discount:—
 3 m-s. %
 4 m-s. %
 6 m-s. %
 Exchange on Shanghai, 60 d-s.
 Ex. Paris on London Fr. 27.41
 Ex. N. Y. on London T.T. \$ 4768
 Consols £

Exchange Closing Quotations

London T.T. 4/34
 London Demand 4/34
 India (nominal) T.T. 3/16
 Paris T.T. 59 1/2
 Paris Demand 59 1/2
 New York T.T. 102 1/2
 New York Demand 102 1/2
 Hongkong (nominal) T.T. 68
 Japan T.T. 50 1/2
 Batavia T.T. 24 1/2

Bank's Buying Rates

London 4 m-s. Cds. 4/54
 London 4 m-s. Dcy. 4/52
 London 6 m-s. Cds. 4/52
 London 6 m-s. Dcy. 4/52
 Paris 4 m-s. 609
 New York 4 m-s. 105 1/2

Customs House Exchange Rates For August

Hk. Tls. 4.63 @ 3/10 1/2 = 51
 " 1 @ 53 1/2 = France 5.94
 " 1 @ quotation Market 4.85
 " 0.97 @ 2 1/2 = Gold \$1
 " 1 @ 5 1/2 = Yen 2.00
 " 1 @ 15 = Rupees 8.25
 " 1 @ 48 1/2 = Roubles \$5.35
 " 1 @ 1.50 = Mex. \$1.50
 † Nominal.

Stock Exchange Transactions

TODAY'S QUOTATIONS
 Shanghai, August 18, 1917.
Official
 Shanghai and Hukew wharf Tls. 70.00
 Telbong Tls. 19.00
 Langkats Tls. 14.50
Sharebrokers' Association Transactions

BUSINESS DONE

Shanghai, August 18, 1917.
Unofficial
 Waterworks @ Tls. 82.00 Deb.
 Kuchins Tugs @ Tls. 34.00 cash

London Rubber Market

Reuter's Service
 London, August 16.—Today's rubber prices were:
 Plantation First Latex Crepe:
 Spot: 2s. 5 1/2 d. paid.
 October to December: 2s. 7 1/2 d. paid.
 Tendency of market: quiet.
 Previous Quotation, London, August 15:
 Spot: 2s. 5 1/2 d. paid.
 October to December: 2s. 7 1/2 d. paid.
 Tendency of market: quiet.
 London, August 17.—Today's rubber prices were:
 Plantation First Latex Crepe:
 Spot: 2s. 5 1/2 d. paid.
 October to December: 2s. 7 1/2 d. paid.
 Tendency of market: dull.
 Previous Quotation, London, August 16:
 Spot: 2s. 5 1/2 d. paid.
 October to December: 2s. 7 1/2 d. paid.
 Tendency of market: quiet.

BANK OF ENGLAND

Reuter's Service
 London, August 16.—According to the Bank of England returns, the portion of Reserve to Liabilities is 19 per cent.
 Bank of England rate of Discount: 5%.

COTTON MARKET

Reuter's Service
 London, August 16.—Today's cotton prices were:
 Mid-American Spot 19.90d.
 August-September 18.37d.
 October-November 17.65d.

LOCAL SHARE MARKET

Messrs. J. P. Bisset and Co., write as follows in their weekly share market report:
 The local market continues dull and apathetic. Business is exceedingly difficult as buyers and sellers hold out resolutely for their own rates and show no disposition to modify their prices. The abnormal high exchange and tightness of money are chiefly responsible for the present state of affairs.

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Piece Goods and Yarn

Messrs. Ilbert and Co., write as follows in their weekly market reports:
 China's declaration of war against Germany and Austria-Hungary has dwarfed all other considerations during the week. It is not likely that the step will have any immediate effect on the market which has for some time been depressed by conditions unconnected with the war, but it is already realised by the native merchant that the enforced cessation of enemy activities should enable the Government to restore domestic tranquillity at an early date, and to put an end to the political turmoil which has been so detrimental to trade during the past few months.
 It is to be hoped that steps will now be taken to make the elimination of German trade from China permanent and complete. The liquidation of enemy firms in other parts of the world has shown that the pernicious methods of trading adopted by them are not calculated to benefit the interests of the country in which they are carried on, and it is safe to conclude that the same may be said of their commercial operations in China. There is no doubt that they had managed to secure a substantial share of purely British trade with the assistance of their discounting houses in London, and a system of delivery on credit to buyers, and the opportunity which now presents itself of putting business on a permanently sound basis should not be lost.

Reports show that the floods along the Yangtze and in the neighborhood of Tientsin are more serious than was at first supposed. Traffic over extensive areas is completely stopped and the damage to crops considerable. This has contributed materially to the present dull state of the market and to the general weakness in values, which is perhaps more pronounced in the case of local yarn than in cloth, the latter having been less inflated by speculative operations.
 Grey Shirtings Generally.—There appear to have been no sales during the week and we have rarely seen the market so absolutely devoid of business. Prices all round are weak in consequence, and declines ranging anywhere from two to five mace per piece took place at the auction sales.
 White Shirtings.—The same remarks hold good of these cloths, the fall in values being especially heavy in Korean qualities owing to the decline of the gold yen in relation to silver. A few chops kept up fairly well at auction but the majority were two to three mace lower.

Dyed and Fancy Cottons.—In these goods also there is nothing to report, except a substantial falling off in tael value at the auctions and no demand whatever from the interior.
 Cotton.—The market all round is decidedly weaker, and although in the early part of the week some purchases were made of the Shansi grade at Tls. 42.50 and Tungechow at Tls. 40.00 for new crop, these could probably be bought at Tls. 37.00, Tls. 36.00 respectively. Shanghai cotton is quoted at Tls. 34.00 to Tls. 34.50.
 Local Yarn.—There is a complete dearth of enquiry for all counts, while on the other hand speculators are endeavoring to liquidate their engagements and the market is consequently all round. No sales have been reported to us.

Indian and Japanese Yarn.—As far as we can learn no business whatever appears to have been done in these spinnings during the week owing to the entire absence of demand from the interior, coupled with the abnormal advance in exchange.

Silk Market Report

Messrs. Wm. Little and Co., write as follows in their weekly silk market report:
 Our last report was dated 10th inst. White Silk.—The continuous rise in exchange has put a stop to business. Yellow Silk.—The English mail of 16th inst. took 1,300 bales to Bombay. Shipments were on basis of.
 Miencheus.—Fine Tls. 450, Coarse Tls. 457 1/2.
 Kopuns.—Tls. 370 and Tls. 385.
 Wooyung.—Moon and Rabbit, 3, 4, 5, Tls. 430, 410, 390.
 Mienyangs.—S. C. 1, 2, 3, Tls. 400, 410 av.

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Gouverneur: Société Générale de Belgique.

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Brussels: Société Générale de Belgique.

Antwerp: Banque d'Anvers.

Paris: Banque de l'Union Parisienne, Société Anonyme.

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G. LION, Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed Yen 48,000,000

Capital Paid-up \$ 25,000,000

Reserve Fund \$ 21,500,000

London Bankers:
 Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.

Branches and Agencies:
 Antungshan, London, Port Arthur, Bombay, Liacoyang, S. Francisco, Calcutta, Lyons, Singapore, Changchun, Lyons, Sydney, Dairen, Mukden, Hankow, Nagasaki, Tientsin, Harbin, Newchwang, Tientsin, Hongkong, New York, Tokyo, Honolulu, Osaka, Tsingtau, Kobe.

SHANGHAI BRANCH
 Interest allowed on Current Accounts and Fixed Deposits in Tails and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa and China and the chief commercial places in Europe, India and America, and every description of Banking and Exchange business transacted.

K. KODAMA, Manager.

International Banking Corporation

Capital & Surplus... U.S. \$5,500,000.00
 Undivided Profits... 1,010,000.00
 U.S. \$7,510,000.00

Head Office:
 65 Wall Street, New York
 National City Bank Building.

London Office:
 35 Bishopsgate, E. C.

Branches:
 Bombay, Hongkong, Peking, Calcutta, Kobe, San Francisco, Canton, London, Santo Domingo, Cebu, Manila, San Pedro de, Colon, Medellin, Macoris, (Cristobal C.Z.), Shanghai, Hankow, Panama, Singapore, Tientsin, Yokohama.

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that institution established at:

Bahia, Rio de Janeiro, Buenos Aires, Santiago de Cuba, Genoa, Santos, Havana, San Paulo, Montevideo, Valparaiso, Petrograd.

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT ACCOUNT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business.

H. C. GULLAND, Manager.

1a. Klunkiang Road, SHANGHAI.

Nederlandsche Handel-Maatschappij

(NETHERLAND TRADING SOCIETY.)

Established 1824.

Paid-up Capital:—
 Guilders 60,000,000 (about £5,000,000)

Reserve Fund—
 Guilders 9,925,431 (about £827,120)

Head Office: AMSTERDAM.

Head Agency: BATAVIA

Agencies in Holland:
 THE HAGUE and ROTTERDAM.

Branches:
 Banjermasin Padang, Soerakarta, Randoeng Palembang, Tandjong Balei, Cheribon, Pekalongan, Tebing-Tinggi, Djember, Penang, Tegal, Djokjakarta, Pontianak, Telok-Petong, Hongkong, Rangoon, Tjilatjap, Kota-Radia, Semarang, Weltevreden, Makassar, Singapore, Soerabaya, Medan.

London Bankers:
 Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Aug 21	5.30	Tacoma and Seattle	Manila maru	Jap.	O.S.K.
22	5.30	Victoria, B.C. and Seattle	Sado maru	Jap.	N.Y.K.
23	10	San Francisco	China	Am.	C.M.S.N. Co.
24	10	San Francisco	Shinyo maru	Jap.	N.Y.K.
25	17	Victoria B.C. & Seattle	Shidzuka maru	Jap.	N.Y.K.
26	18	San Francisco	Senador	Am.	P.M.S.S. Co.

FOR JAPAN PORTS

Aug 19 noon	Nagasaki, Moji and Kobe	Yawata maru	Jap.	N.Y.K.
21 5.30	Nagasaki, Moji & Kobe	Hakusai maru	Jap.	N.Y.K.
23 1.30	Moji, Kobe & Osaka	Kumano maru	Jap.	N.Y.K.
25 5.00	Nagasaki, Moji and Kobe	Yamashiro maru	Jap.	N.Y.K.
26 6.00	Nagasaki, Moji & Kobe	Omi maru	Jap.	N.Y.K.
27 8.00	Moji, Kobe & Osaka	Kasuga maru	Jap.	N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

Aug 21 1.00	London via ports	Atsuta maru	Jap.	N.Y.K.
21 11.00	Liverpool via ports	Hitschi maru	Jap.	N.Y.K.
Sept 19	London etc.	Iyo maru	Jap.	N.Y.K.

FOR SOUTHERN PORTS

Aug 19	A.M. Foochow	Hsiao	Chi.	C.M.S.N. Co.
19 11.00	Shanghai & Hongkong	Yingchow	Br.	B. & S.
20 4.00	Ningpo	Hsin Peking	Br.	B. & S.
20 5.00	Ningpo	Hsin Ninghsiao	Chi.	N.S.S. Co.
20 P.M.	Wenchow via Ningpo	Kwangchi	Chi.	C.M.S.N. Co.
21 1.30	Ningpo	Kiat teen	Chi.	C.M.S.N. Co.
21 D.L.	Hongkong & Canton	Obenai	Br.	B. & S.
21 A.M.	Amoy	Felching	Chi.	C.M.S.N. Co.
22 D.L.	Amoy, Hongkong & Canton	Shinkang	Br.	B. & S.
22 5.00	Manila & Hongkong	Senador	Am.	P.M.S.S. Co.
23 D.L.	Shanghai, Hongkong & Canton	China	Am.	C. M. S. S. Co.
23 5.00	Shanghai & Canton	sunlin	Br.	B. & S.
23 5.00	Hongkong	Shidzuka maru	Jap.	N.Y.K.
Sept 19	Hongkong	Canada maru	Jap.	O. S. K.

FOR NORTHERN PORTS

Aug 19 A.M.	Tientsin	Hsinfung	Chi.	C.M.S.N. Co.
19 A.M.	Choochow & Newchwang	Toonan	Chi.	C.M.S.N. Co.
20 10.00	Amoy, Chefoo & Tientsin	Kobamaru	Jap.	B. & S.
21 10.00	Tientsin	Sanyo maru	Jap.	B. & S.
21 A.M.	Choochow & Tientsin	Hsinfung	Chi.	C.M.S.N. Co.
21 noon	Weihsaiwei, Chefoo & Tientsin	Koonshing	Br.	B. & S.
21 noon	Weihsaiwei, Chefoo & Tientsin	Fengtien	Br.	B. & S.
22 1.30	Tientsin and Daini	Sakaki maru	Jap.	B. & S.
22 1.30	Amoy, Chefoo & Tientsin	Sauntien	Br.	B. & S.

FOR RIVER PORTS

Aug 19 A.M.	Hankow etc.	Kiangkwan	Chi.	C.M.S.N. Co.
20 M.N.	do	Kiangsu	Chi.	C.M.S.N. Co.
20 M.N.	do	Luenho	Br.	B. & S.
20 M.N.	do	Taiwan	Jap.	N.Y.K.
20 M.N.	do	Sungkiang	Br.	B. & S.
21 M.N.	do	Kuwo	Br.	B. & S.
21 M.N.	do	Fengyang maru	Jap.	N.Y.K.
21 M.N.	do	Neankin	Br.	B. & S.
21 M.N.	do	Kiangsu	Chi.	C.M.S.N. Co.
21 M.N.	do	Taiwan	Jap.	N.Y.K.
21 M.N.	do	Kiangsu	Chi.	C.M.S.N. Co.
22 M.N.	do	Kia gwo	Br.	B. & S.
22 M.N.	do	Yonyang maru	Jap.	N.Y.K.
22 M.N.	do	Taiwan	Br.	B. & S.
22 M.N.	do	Taiwan	Br.	B. & S.
22 M.N.	do	Sungyang maru	Jap.	N.Y.K.
22 M.N.	do	Wuchang	Br.	B. & S.
22 M.N.	do	Tungting	Br.	B. & S.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
Aug 19	Shanghai	Kiangkwan	2012	Chi.	C.M.S.N. Co.	KLYW
19	Wenchow	Kuanhsi	214	Chi.	C.M.S.N. Co.	KLYW
19	Chefoo	Shengchi	1315	Br.	B. & S.	GNV
19	Chefoo	Felching	994	Chi.	C.M.S.N. Co.	KLYW
19	Foochow	Hsiao	1839	Chi.	C.M.S.N. Co.	KLYW
19	Japan	Hakusai maru	1434	Jap.	N.Y.K.	NKY
19	Japan	Katsura maru	1235	Jap.	K.M.A.	KMAW
19	Japan	Nishio maru	945	Jap.	Furukawa Co.	KLYW
19	Tientsin	Tungwah	746	Chi.	C.M.S.N. Co.	KLYW
19	Japan	Yeko maru	1065	Jap.		
19	Japan	Empress of Russia	1600	Br.	C.P.O.S.	Woosung
19	Hongkong	Yenchia	508	Am.	P.M.S.S. Co.	Fengtung
19	Hankow	Taiwan	1126	Jap.	N.Y.K.	LPIW
19	Hankow	Luenho	1620	Br.	J.M. & Co.	SHW

Departures

Date	For	Ship's Name	Tons	Flag	Agents
Aug 19	Weihsaiwei, Chefoo & Tientsin	Tungchow	1263	Br.	B. & S.
19	Tankow etc.	Ninehao	2321	Chi.	N.S. Co.
19	Tankow etc.	Chungking	1311	Br.	B. & S.
19	Kobe	Iyo maru	3081	Jap.	N.Y.K.
19	Ningpo and Pootoo	Kiangsu	2012	Chi.	C.M.S.N. Co.

Vessels Loading

For River Ports

HANKOW and PORTS.—The China Navigation Co.'s Str. Luency Capt. Frazier, will leave from the French Bund on Tuesday, Aug. 21, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The Co's Str. Pengyang Maru Capt. S. Takano, will be despatched from N.K.K. wharf on Tuesday, August 21, at about 12 o'clock midnight. For Freight and Passage apply to The Nishin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Sungkiang, Captain H. Trowbridge, will leave on Tuesday, August 21, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, Tel. No. 77.

HANKOW and PORTS.—The China Navigation Co.'s Str. Ngankin Capt. Newcomb, will leave from the French Bund on Wednesday, Aug. 22, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Tatung Capt. Williams, will leave from the French Bund on Friday, August 24, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The Str. Kiangsu, Capt. J. Carlson, will leave on Monday, night. For Freight or Passage apply to C.M.S.N. Co.

For Southern Ports

HONGKONG and CANTON.—China Navigation Co.'s Str. Yingchow Capt. J. Gibbs, will leave from the French Bund direct for the above ports on Sunday, Aug. 19 at daylight. For Freight or Passage, apply to Butterfield and Swire Agents French Tel. No. 77, Passage Tel. No. 401.

POOCHOW.—The Str. Hsiao, Capt. F. H. Wallace, will leave on Sunday, morning. For Freight or Passage apply to C.M.S.N. Co.

WENCHOW via NINGPO.—The Str. Kwangchi, Capt. C. Smith, will leave on Monday, night. For Freight or Passage apply to C.M.S.N. Co.

NINGPO.—The China Navigation Co.'s Str. Hsin Peking, Capt. A. Scott, R.N.R. will leave from the French Bund on Monday, August 20, at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW and HONGKONG.—The China Navigation Co.'s Steamer Chenan, Captain P. H. Cowan, will leave from the French Bund direct for the above ports on Tuesday, Aug. 21, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents French Tel. No. 77, Passage Tel. No. 401.

AMOY.—The Str. Felching, Capt. A. B. Balnes, will leave on Tuesday, morning. For Freight or Passage apply to C.M.S.N. Co.

AMOY, HONGKONG and CANTON.—The China Navigation Co.'s Str. Shinkang, Captain Hsiao, will leave from the French Bund direct for the above ports on Thursday, Aug. 23, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents French Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via POOCHOW and KEELUNG.—The Steamer Kohoku Maru Capt. K. Salto, will be despatched from the Co's Yangtseppoo wharf on Aug. 31, at daylight. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha. No. 4, The Bund. Tel. No. 4234 and 4047.

HONGKONG.—The Str. Canada Maru, Captain T. Suruga, will be despatched from the Co's Yangtseppoo wharf on September 25 at — on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha. No. 4, The Bund Tel. No. 4234 and 4047.

For Northern Ports

CHEFOO and NEWCHANG.—The Str. Toonan, Capt. C. Taylor, will leave on Sunday, morning. For Freight or Passage, apply to C.M.S.N. Co.

TIENSIN.—The Str. Hsinfung, Capt. F. H. Hamblin will leave on Sunday, morning. For Freight or Passage apply to C.M.S.N. Co.

CHEFOO and TIENSIN.—The Str. Hsinfung, Capt. H. MacKenzie, will leave on Tuesday, morning. For Freight or Passage apply to C.M.S.N. Co.

WEIHSIWEI, CHEFOO & TIENSIN.—The China Navigation Co.'s Str. Shengking Capt. Barkus, will leave from the French Bund on Tuesday, August 21, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHSIWEI, CHEFOO & TIENSIN.—The China Navigation Co.'s Str. Fengtien, Capt. Harris, will leave from the French Bund on Thursday, Aug. 23, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENSIN, DAIREN & TSINGTAO.—The Str. Keelung M. Capt. T. Kamishashi, will be despatched from the Co's pootung wharf on Sept. 1, at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha. No. 4, The Bund. Tel. No. 4234 and 4047.

For Foreign Ports

TACOMA and SEATTLE, CALLING at VICTORIA B.C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.—The Str. Manila Maru Capt. T. Nemoto, will be despatched from on Aug. 21 at — Through Bills of Lading are granted for American Ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at Seattle and Tacoma. Consular invoices must accompany overland shipment. The tender will leave the customs jetty for conveyance of passengers and mails to the steamer, at — on the same day. For Freight or Passage, please apply to The O.S.K. No. 4, The Bund. Tel. No. 4234 and 4047.

C. N. C.
CHINA NAVIGATION CO., LTD.YANGTSE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG, and HANKOW.—S.S. Luency, Nagankin, Poyang, Taitung, Tungtung, Chungking and Wuchang. Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtze and Hunan Lake.

*The a.s. Wuchang is especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—S.S. Anbul, Cheman, Yingchow, Shinkang, Shantung and Sunning. Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hothow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports. Sailing from the French Bund every Tuesday, Thursday, and Sunday.

For TIENSIN and PEKING via WEIHSIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien and Shengking. Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO.—S.S. Hsin Peking. Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m. The above steamers are fitted with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.

For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Foochow Road.

BUTTERFIELD & SWIRE,

Agents, 21-23 French Bund.

Freight: Telephone No. 77.

Passage: Telephone No. 401.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE

Operating the new first-class steamers
"Ecuador," "Venezuela" and "Colombia"
14,000 tons each

TO SAN FRANCISCO
VIA KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT

The most comfortable route to America and Europe
SAILINGS FOR SAN FRANCISCO

S.S. "Venezuela" Aug. 18, 1917

S.S. "Ecuador" Sept. 15, 1917

S.S. "Colombia" Oct. 13, 1917

S.S. "Venezuela" Nov. 10, 1917

SAILINGS FOR MANILA AND HONGKONG

S.S. "Ecuador" Aug. 26, 1917

S.S. "Colombia" Sept. 23, 1917

S.S. "Venezuela" Oct. 20, 1917

S.S. "Ecuador" Nov. 17, 1917

(Subject to change)

The Safety and Comfort of Passengers our first consideration.

Wholesale interchangeable with the Toyo Kisen Kaisha and the

Canadian Pacific Ocean Services, Ltd.

For further information re freight and passage, apply to

B. C. HAILE, Agent.

1b Nanking Road (Palace Hotel Building)

Telephone 5056. Shanghai

O. S. K.

OSAKA SHOEN KAISHA

(Osaka Mercantile S. S. Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to Alteration)

AMERICAN LINE

(For Tacoma and Seattle, Wash.)

Via Pacific, calling at Nagasaki or Moji, Kobe, Yokkaichi, Shimidzu

Yokohama and Victoria, B. C.

arr. leave.

"MANILA MARU" (18,000 tons) Capt. T. Nemoto, Aug. 20, 21

arr. leave.

"CANADA MARU" (12,000 tons) Capt. T. Suruga, Sept. 24, 25

CHINA COASTING LINE

For Tientsin, Dairen and Tsingtau

arr. leave.

"KEELUNG MARU" (1,500 tons) Capt. T. Kamishashi, Aug. 30, Sept. 1

arr. leave.

For Foochow, Keelung and Takao

arr. leave.

"KOHOKU MARU" (2,610 tons) Capt. K. Salto, Aug. 29, 29

arr. leave.

The Company also runs numerous steamers from Japan to South

America, Australia, India, China, Korea, Vladivostok, and also between

the Principal Ports in Japan.

For freight, passage and further information, please apply to:—

E. YAMAUCHI,

Manager.

OSAKA SHOEN KAISHA

Union Building, 4 The Bund.

Tel. Address: SHOEN, SHANGHAI

Tel. 4047, 4234.

JAMES MAGILL & Co.

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SHIPPING AND FORWARDING AGENTS.

Telephone 1848 83, Szechuen Road

CANADIAN PACIFIC

OCEAN SERVICES

LIMITED

QUICKEST TIMES ACROSS THE PACIFIC

TWO WEEKS

Vacation Trips

TO

Japan

At present rates of exchange the cost of a round trip ticket, good on the large "Empress," Shanghai to Yokohama and return is less than Mex. \$100.00. Connection is made in Yokohama with returning steamer about 2 1/2 days after arrival. The rest of the time you are on board ship.

Tickets are good for six months, permit you to travel by rail between ports in Japan and are interchangeable with the T.K.K. and Pacific Mail.

Book your passage now for September sailing.

For further information re

passage money, sailings,

etc., apply to

G. M. JACKSON

General Agent, Passenger De-

partment, 19-A The Bund,

Palace Hotel Building,

Tel. Central 132.

For through bills of lading,

quotation of freight rates, etc.,

apply to

L. E. N. RYAN, Agent,

Corner Peking and Yuen Ming

Yuen Roads,

Tel. Central 131.

T. K. K.

TOYO KISEN KAISHA

(ORIENTAL STEAMSHIP COMPANY.)

SEMI-TROPICAL ROUTE.

To San Francisco from Shanghai via Nagasaki, Kobe,
Yokohama and Honolulu.

"SHINYO MARU" 22,000 tons Sept. 10, 1917

"KOREA MARU" 20,000 " Oct. 8 " "

"SIBERIA MARU" 18,000 " Oct. 18 " "

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

REDUCED FIRST CLASS RATES by the steamers Nippon Maru and Persia Maru offering superior accommodation, first-class cuisine and service.

SHIPPING

N. Y. K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to alteration.)

EUROPEAN LINE

For London or Liverpool via ports
(For Liverpool.)

Ship	Tons	Aug. 31
ATSUTA MARU	15,000	Aug. 31
HITACHI MARU	15,500	Sept. 5
ITO MARU	15,500	Sept. 10

FOR HONGKONG

SHIDZUOKA MARU	12,500	Aug. 31
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AMERICAN LINE

Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

WADO MARU	12,500	Capt. K. Shinobe	Aug. 28, 1917
SHIDZUOKA MARU	12,500	Capt. I. Noma	Sept. 1
INABA MARU	12,500	Capt. K. Higo	Oct. 13

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

MAKUI MARU	5,000	Capt. K. Takane	Aug. 21
YAMASHIRO MARU	7,000	Capt. K. Sudzuki	Aug. 25
OMI MARU	7,000	Capt. M. Machida	Aug. 28
CHIKUGO MARU	5,000	Capt. Y. Yui	Sept. 1
YAWATA MARU	7,000	Capt. K. Yasuhara	Sept. 4

SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)

KUMANO MARU	9,500	Capt. S. Baito	Aug. 23
KASUGA MARU	7,000	Capt. K. Yagiu	Aug. 30

FOR JAPAN

KITANO MARU	16,000		Sept. 4
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AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)

AKI MARU	12,500	Leave Hongkong	Aug. 14, 1917
TANGO MARU	14,000		Sept. 15, 1917
NIKKO MARU	10,000		Oct. 14

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

COMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information, apply to T. ISHIIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai. Tel. No. 2723.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

000 = Midnight, 1330 = 130 p.m.

July 1st, 1917, and until further notice

Mail	Local	Express	Mail	Local	Express
101	101	101	101	101	101
102	102	102	102	102	102
103	103	103	103	103	103
104	104	104	104	104	104
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The station for the foreign concessions in Tientsin is "TIENTSIN-EAST" Conventional Signs.

300 = train runs on Thursday only. 230 = train runs on Fridays only.

B = train has buffet car with regular meal service

S = train has sleep. accom. 1st & 2nd class. S = train has only 1st class sleep. accom.

Application for sleeping accommodation at \$5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuehowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, July 1917.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before 5 p.m. on Friday.

Britain's New Mystery Ships

A Naval Base, July 1.—On the remote land of the midnight sun are many who have not set foot on shore for nearly three years. Those who know naval history will remember Collingwood, how on his last interview he said to a friend:

"My family are actually strangers to me. He was greatly overcome by the feelings thus excited, and, taking me by the hand (it is Admiral Sir T. B. Martin who tells the story, and with a change of names it is true today), he said, 'What a life of privation ours is—what an abandonment of everything to our professional duty, and how little do the people of England know the sacrifices we make for them!' With this he turned from me to side the tear which ran down his manly cheek, and saying 'Farewell!' walked to his boat.

"Farewell! farewell!" And this might be the watchword of the last day of the King's visit to his Fleet which we were privileged to watch at this base of the battle-cruiser fleet.

The morning was radiant—the first really fine day that had favored the King, whom I have never seen in such good health and high cheerfulness as here among the seamen whom he treats as comrades. He was aloft very early. Soon after 8 a.m. he proceeded to the Princess Royal, the great battle-cruiser which followed next to the Lion, Admiral Beatty's flagship, in the battles of the Dogger Bank and Jutland. This is a vessel full of relics and memories. In the gun-room (where the light-hearted junior officers live and mess) is a large fragment of a 12-in. shell fired by the German battle-cruiser Lutzow at Jutland, on a tasteful wooden stand adorned with the following inscription:

Presented to the Gun-Room Officers, H.M.S. Princess Royal, by S.M.C. Lutzow (R.L.P.), 31 May, 1916.

The Lutzow now rests in peace at the bottom of the North Sea.

"They Carried On"

An example of what a shell can do is preserved in the dockyard in the shape of a riddled coal-shoot from this same Princess Royal. It looks like a colander such as would be used by giants. The three-eighth-inch steel is drilled and torn by fragments. But more marvellous than the behavior of material was the conduct of men on that great day.

Of this we heard many stories from the actors in the drama. A heavy shell struck a big gun-turret with a crash that was felt throughout the ship. It put every man of one gun crew out of action. The gun-layer was least injured, but he had one leg carried off. With the limb hanging by a shred of flesh he tried to rally the dead and dying in his turret and continue the battle. He never felt his injury. As he was calling on the dying men to go back to their gun he was removed in a stretcher and the fleet surgeon saved his heroic life, operating in a hull of the battle by the light of an electric torch alone. Of none do the men speak with more enthusiasm than of their surgeons.

In another case a seaman remained placidly throughout the action on the turret roof cleaning the periscope and gun sights as the German shells shrieked overhead, and as, at short intervals, storms of splinters swept the armor. He bore a charming life, and at the end showed never a scratch. Yet, as a sub-lieutenant told us, the big shells passed continually over the ship. He himself was minded at one moment of the battle to see what the enemy was doing, and laboriously hoisted himself out of the man-hole at the top of the turret. Just as he did so a monstrous object passed with a scream overhead, and he knew it for a big German shell. He did not prolong his observations.

In another case an officer found a huge stoker—who weighs 175 stone and pulls like Hercules in the stokers' tug-of-war team—carrying on with a deep cut a foot long in his arm and bad burns from the flash of a shell. Nor would he leave his station to be bandaged till a direct military order to that effect had been given by his superior. The Gallant Abdiel

After the march past came an

investiture of those who had won against Great Britain's stoppage or battle honors at Jutland. This took place in the open air. A red dais and a cushion were set out on the quarter-deck in full sight of the men—a compact mass of several thousand white caps and up-turned faces that watched every movement.

The procedure was this: Each officer to be invested came up to the King, saluted, removed his cap (to one the King said humorously, "I am sorry, but I cannot get this ribbon over your head without ruffling your hair.") received his honor, shook hands with the King, who spoke a few words to each, put on his cap again, looked at the King, saluted, and retired. Among the decorations bestowed were four to trawler captains, won by their consummate bravery, and no fewer than seven to the Abdiel, of which ship the Fleet declares that every man in her deserves the V. C.

In the dignity and simplicity of the rite there was nothing to try the risibility of man, but we learnt that many of the crew had undergone the ordeal of being kissed on both cheeks, when receiving foreign Orders from our Allies, without a muscle quivering.

He next proceeded to inspect two of the new ships, of stupendous size and extraordinary design. They are measured literally by the furlong; and if they have been bitterly criticised in Parliament the nation may rest assured that the men here in charge of them think them excellent for their special purpose. Twice in these mystery ships which may not be named the solemn rite of the march past was enacted. "Hymn 224, last Verse"

The King lunched at the new dockyard, which, with its three giant docks, is one of the creations of this war, and after lunch inspected the works there. He then went aloft and visited two of the light cruisers. One "stranded" a Zeppelin in May last year. It is alleged that her commander replied to a telegram of congratulation by bidding the sender "read Hymn 224, last verse," which runs:

O happy band of pilgrims,
Look upward to the skies,
Where such a light affliction—
Shall win so great a prize.

Last of all the King proceeded to the destroyer base and inspected the crews of a multitude of these craft drawn up on shore, as space for such a ceremony is not to be obtained on the cramped and congested decks of a torpedo vessel. He thanked them for their splendid work throughout the war and at Jutland, where they covered themselves with such undying glory, and then his visit was over. Five minutes after he had stepped into the royal train the rain came down.

WOOL SUPPLY ALSO IMPORTANT TO U.S.

Great Britain's Step In Taking Australian Product Makes Other Sources Necessary

The wool supply question which has been brought up recently in this country on account of Great Britain's stringent measure to requisition the whole crops in Australia and New Zealand is also of a serious significance to America and other nations which have no sufficient supply of wool at home.

Lately the significance of Great Britain's requisitioning the whole wool crops in Australia and New Zealand has been declared by a prominent Japanese wool man returning from Sydney to be more serious than supposed at home. According to him the present commandeering by Great Britain of wool has not been dictated by her requirement of that article at present but is a preparation against the after-war industrial war. Great Britain will retain as much raw material as possible in hand for her industrial men and after the war will enable them to make the most of the supply, thus contributing to the strengthening of Great Britain's commercial prestige.

In this light the visit of Mr. Roy T. Bishop, a prominent wool man at Pendleton, Oregon, U. S., to Japan and China is of significance. He states that he came to the East to investigate the supply in China of wool. Although he told nothing more of the intention of his in this visit he must have the active preparation

the possibility to replace Australia and New Zealand in international dealings. South America has according to the latest statistical returns 128,000,000 sheep against 94,000,000 of Australia and New Zealand and its yearly production amounts to 264,000,000 pounds, but the breeds of sheep have not been unified, the quality of wool being rather inferior although much of the production is available for foreign nations.

China can produce wool in Szechuen, Shansi, Shensi, Kansu, Mongolia and North Manchuria and the yearly production is said to be upwards of 50,000,000 pounds. Most of the production comes down to Tientsin through Kalgan. According to the latest returns of the Chinese Maritime Customs the wool trade at Tientsin for the last two years are as follows:

Kind	1915	1916
Camels' wool	31,034	29,783
Goats' wool	10,204	13,030
Sheeps' wool	377,715	334,536

If the improvement is made in breeds and methods of rearing the production can be increased almost immensely. The quality has however to be bettered if Japan or America

Poloube To The Front

After Petrograd Failures

Petrograd, July 28.—General Poloube, the military governor of Petrograd, has resigned and received an appointment at the front. Premier Kerenski recently severely attacked the military governor for his failure to stop the rioting in the capital. Gen. Erdell, commander of the eleventh army who distinguished himself during the offensive on the southwest front, has been named chief of the Petrograd district.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, AUGUST 19, 1917

Date and Place	Per	Chi.	British	French	Ger.	U.S.A.	Russian	Japan	Rest
Today									
Japan via Nagasaki	Yawata maru	..	..	..	..	..	..	11.00*	10.30
Europe via Siberia (Post Train)	Via Pukow	..	7.00*	..	..	..	..	..	5 1/2 hr
River Ports	Kiangsu	9.00	..	..	..	..	..	..	8.00
Japan ports	Yawata maru	10.00*	..	..	..	..	..	..	8 1/2
Swatow, Hongkong and Canton	Yingchow	9.30*	..	..	..	..	..	..	8 1/2
Amoy	Train	..	..	..	..	11.30*	..	..	10 1/2
Peking and Tientsin	Train	..	..	..	..	5.00	..	..	5.00
Tomorrow									
Japan via Nagasaki	Hakui maru	..	..	..	..	..	..	11.00	8 3/4
Europe via Siberia	Via Pukow	10.00	..	..	..	..	..	..	5.30
U.S.A. and Europe	..	..	5.00	..	..	..	..	..	7.00
Hongkong and Canton	Chenan	9.00	5.00	4.30	..	..	4.30	9.00	5.00
River Ports	Kiangsu	9.30	..	..	..	..	..	..	8 1/2
Japan Ports	Hakui maru	10.00	..	..	..	..	..	..	8 1/2
Peking and Tientsin	Hsinming	9.00	3.00	5.00	..	..	5.00	..	5.00
Swatow and Amoy	Kwangchi	9.00	..	..	..	..	..	..	8 1/2
Amoy	Peiching	9.30	..	..	..	..	..	..	8 1/2
Swatow	..	..	1.00	..	..	..	..	..	8 1/2
Ningpo	Hsin Peking	1.30	1.00	..	..	..	..	..	..
Tuesday Aug. 31									
Europe via Siberia (Express)	Via Pukow	..	7.0*	..	..	..	..	..	5 1/4 hr
U.S.A. and Europe	Shering	1.30	1.30	..	..	..	..	..	1
Hongkong and Canton	Koonshing	10.30*	10.30*	..	..	..	..	..	10.00*
Dalny, Manchuria and Europe	Kobe maru	..	..	..	..	..	..	11.00*	11.00*
River Ports	Kutwo	9.00	..	..	..	..	..	..	9.00
Wednesday, Aug. 22									
Europe via Siberia	Via Pukow	10.00	8.00	..	..	..	6.00	..	7.30
Amoy and Hongkong	Sinkiang	9.00	..	4.30	..	..	4.30	5.00	8 1/2
Amoy, Hongkong and Canton	..	..	..	..	..	..	..	..	..
Thursday, Aug. 23									
Japan via Moji	Kumano maru	..	..	..	..	..	..	10.30	noon
Europe via Siberia (Post Train)	Via Pukow	..	7.00*	noon	..	..	..	..	5 1/2 hr
Japan	..	..	..	..	..	..	..	..	..
Friday, Aug. 24									
Japan via Nagasaki	Yamashiro maru	..	5.00	..	..	..	..	11.00	8.30
Japan	..	..	..	..	..	..	..	..	..
Monday, Aug. 27									
Japan and America	Omi maru	..	..	..	..	..	..	11.00	8 1/2

Auctions

IMPORTANT PUBLIC AUCTION

Hopkins, Dunn & Co., Ltd.
Favoured with instructions from
THE CONCERNED
will sell by Public Auction
on

Saturday, the 25th Aug., 1917
at the

**China Import and Export Lumber
Company, Limited.**
Point Yard, 92A Yangtzepoo Road.

A Large Quantity of High Class European Grade Oak

which is well worth the attention of
all Builders, Contractors, Furniture
Dealers and others.

Full particulars can now be obtained
from the Auctioneers, and Catalogues
ready on Wednesday morning, the
22nd instant.

HOPKINS, DUNN & CO., LTD.
Auctioneers.

Shanghai, August 18, 1917. 14780

BUYER

wants aniline dyes, iron plates, bars
and chains of every description, also
four iron ships.

FOR SALE

mild steel hoop Iron, M. S. Bars
and several iron ships. Can deliver
same in Shanghai at once. When
sending particulars of goods for sale
please state quantity and prices to

SUPPLY AGENT,
Box 32, Chinese Post Office.

STEAMERS

for Purchase or Sale.
Only bona fide applications will
be entertained. References required
C. A. MARTINHO MARQUES,
Ship Broker,
96 Szechuen Road.
Tel. No. 380.

Fresh Butter.

"Daisy" Brand

The finest quality procur-
able. Always fresh, pure
and delicious and always
gives satisfaction.

"Meadow" Brand

An excellent Butter for
the table or cooking.

TASMANIAN "I.X.L." JAMS & FRUITS

Finest quality—made from
only the finest selected fruit
and pure cane sugar.

TO BE OBTAINED OF ALL
STOREKEEPERS.

Imported by
GEDDES & CO., LTD.
Tel. 346. 5 Peking Road.

Business and Official Notices
are Continued on
Page 17

Business and Official - - - Notices - - -

Notice of Change of Address

The Eastern Trading Co., Ltd.,
have removed their office premises
to 38, Canton Road (1st Floor),
situate corner Canton and Kiangse
Roads.

Important Notice

The Eastern Trading Co., Ltd.,
of London, Shanghai, Tientsin,
Peking and Hankow, beg to notify
the public that a Japanese concern
has recently been established at 46,
Szechuen Road, and is trading as
The Eastern Trading Co., Ltd., and that
The Eastern Trading Co., Ltd., is
not connected with this Japanese
concern, and requests that any cor-
respondence or inquiries intended
for The Eastern Trading Co., Ltd.,
be fully addressed to 38, Canton
Road. Telephone No. 841.

LOST

We formerly had in our posses-
sion a certificate for interest on five
shares, Nos. 3375/3379, issued by
the China Merchants S. N. Co.,
Shanghai, in favour of the Dong
Chi Hospital, Yokohama. (同濟
醫院). In June of the 2nd year
of the Republic of China, we en-
trusted a person, named Yue Yueh-
ming (會月明), an employee of
Hakui Maru, through an agent,
named Kon Yun-sun (孔雲生) of
the Van Tai Bank (萬泰銀行),
Yokohama, to bring the said certi-
ficate to Mr. Kon Yun-hai (孔雲海)
of the Heng Tai Bank, Shanghai,
to collect the interest for us.
Unexpectedly, the said certificate
has been lost by said Yue Yueh-
ming on board the ship, and all
efforts for recovery failed, with the
exception of declaring cancellation
of the said certificate at the China
Merchants S.N. Co. We hereby
advertise, in both foreign and
Chinese newspapers, warning the
public not to accept or negotiate the
same whenever it appears.

(Loser) Guild of China
Dong Chi Hospital, Yokohama.
華會館同濟醫院
(Advertiser) Kon Yun-hai,
Heng Tai Bank, Shanghai.
五馬路恆泰銀行孔雲海
Shanghai, August 17, 1917. 14801

Dr. Carr, L.D.S., D.D.S.
Dental Surgeon,
Room No. 124. Telephone No. 200
Astor House Hotel, Shanghai.
By appointment

When you think
of
China's Richest Province,
Think of Szechuen,
and you will also

Think of
WIDLER & CO.,
Chungking, West
China.

Born 1915—Still Existing

Have you tried our

"UPPER CRUST"

Rye Whiskey?

—THE WHISKEY—
—OF QUALITY—

Phone 2021
GARNER, QUELCH & CO.
WINE MERCHANTS
73 Szechuen Road

The Best Dentifrice for
the Teeth

ODOL

Price \$1.00 per Bottle
CHYO & COMPANY
A 124 Szechuen Road. A.22.

Chinese Telegraph Administration

The Public is hereby notified of
the following rules governing the
censorship of Inland and Inter-
national telegrams are in force:

1. All telegrams inland and inter-
national excepting authorised
government messages are subject
to censorship.
2. All private telegrams inland
and international must bear
after the text the plain name of
the sender which should be ac-
cordingly charged for.
3. Telegrams written in German
or Austro-Hungarian languages,
whether government or private,
plain or code, shall be stopped
for transmission and delivery.
4. All telegrams to and from Ger-
man and Austro-Hungarian
subjects are not admitted. All
private code telegrams inland
and international sent by other
foreign public should bear the
seal or stamp of their respective
consulates at the localities where
the messages originate to certify
that their contents relate to
commercial or private business
only. The telegraph offices re-
serve the right to demand the
senders' addresses of private
code telegrams and to submit
their codes for transmission.
5. Telegrams without text are not
admitted.
6. All private telegrams inland
and international shall be accepted
for transmission at sender's risk
only.
7. Telegrams to and from Ger-
man and Austria-Hungary
shall be stopped for transmission
and delivery.
8. No claim for refund of charges
paid will be considered.
9. All private telegrams which
appear dangerous to the security
of the state or which may be
contrary to the law of this
country shall be stopped for
transmission and delivery.

By Order,
Ministry of Communications,
CHOW WANG-PANG,
Director & General Manager.
Shanghai, August 17, 1917.

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PER HOUR \$4.00 PER HOUR

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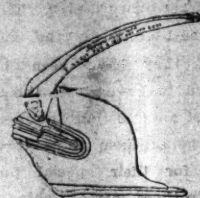
METALS AND HARDWARE

Contractors to Governments, Municipalities, Railways, Tramways, etc.

A SUGGESTION!
THE BEST AND ONLY THE BEST
AT ANY PRICE

"BLUE RIBBON" FRUITS
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OBTAINABLE AT
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THE OFFICE APPLIANCE CO.
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The standing of a correspondence school is determined not by
its financial success, but by its success in promoting education;
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centage that it graduates; not by the estimate of its advertising
manager, but by the esteem in which it is held by its students
and graduates.

AFTER THE WAR

Managers for business firms, Architects, Engineers, Ac-
countants, Lawyers, men for every kind of work, will be wanted.
Trained men will get the positions with large salaries—the un-
trained man a small salary with not even the satisfaction that he
can hold his job. Don't lose this opportunity. Prepare—get ready
—enrol today. Write now for free book and particulars to the

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DO YOU WANT to learn
English, the commercial language of
the world? English conversation is
our speciality, now is the time to
start. The Modern School of
English, 21 North Szechuen Road.
14768 A.15.19.

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TRANSLATOR, who has con-
siderable experience in legal, con-
sulate, syndicate, journalistic, com-
mercial and official translation
work, undertakes translation in
English and Chinese of agreements,
petitions, letters, legal documents,
advertisements, and commercial
documents, etc. Please apply to
Chang Nieh-yun, c/o 1-a Peking
Road, or P.D., 159 Haining Road,
opposite West End Lane.

STABLES WANTED

WANTED to rent, stables, or
stalls in stables. Advise location,
number of stalls, rental, to Box
473, THE CHINA PRESS.
14802 A.21

HOUSES TO LET

TO LET, 41 Rue Massenet. For
full particulars apply to Wha Tung
Co., 39, Kiangse Road. Tel.
Central 2496. 14718 A.22

TO LET, five-roomed house, small
garden, two bathrooms, stable. Tls
80 per month. China Realty Co.
Ltd., 39 Nanking Road. 14624

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2 cents a Word (Minimum Charge 40 cents)

All Advertisements must
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Replies must be
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WINDSOR HOUSE

14-15 Quinsan Gardens

Comfortable rooms Front and
back, with bathrooms and verandah
to let. Moderate prices. Good table.
Tel. 3482 14806

Nos. 8 & 11 Quinsan Gardens

Phone 1946
Cosy little rooms to let with all
comforts for the summer.
Kitchen and food personally
supervised by the proprietress.

TO LET, without board, furnished
or unfurnished rooms, with bath-
room and verandahs attached, use
of telephone. Hongkew district.
Can supply breakfast, if necessary.
Apply to Box 468, THE CHINA
PRESS. 14798

TO LET, furnished attic rooms,
with board, by neutral family.
Terms moderate. Central district.
Apply to Box 466, THE CHINA
PRESS. 14794 A.23.

WESTERN DISTRICT. To let,
at 61 Carter Road, exceptionally
cool, superior furnished, large bed-
sitting-rooms, facing south; large
verandahs, bathrooms attached;
garden, tennis, telephone, tram
station. Excellent cuisine. Terms
moderate. 14732

TO LET, in Central district, a
nice, large bed-sitting room. Cool
and no mosquitoes. For two Mex.
\$150. For one Mex. \$100. Apply
to Box 464, THE CHINA PRESS.
14791 A.22.

TO LET, with board, furnished
room with bathroom. Apply to 92,
Range Road. 14769 A.21.

HOUSES WANTED

WANTED, from 1st October,
small detached house or flat, North
Szechuen Road Extension. Rent
must be reasonable. Immediate
answers to Box 474, THE CHINA
PRESS. 14804

SITUATION VACANT

WANTED by local firm, energetic
cannassers for Shanghai. Applicants
must state age, nationality, previous
experience, and salary required.
Apply to Box 459, THE CHINA
PRESS. 14778 A.26

WANTED, European dental sur-
geon has a vacancy for a pupil to
learn dentistry. For particulars and
premium required, apply to Box 410,
THE CHINA PRESS. 14687 A.19.

SITUATIONS WANTED

EXCEPTIONALLY qualified
Chinese draftsman, who has many
years architectural experience, is re-
commended to firms who have
vacancies for such a man. Apply to
the American School of Correspond-
ence, 34, Nanking Road, Shanghai.
14813 A.22.

EXPERIENCED LADY-typist
and filing clerk desires position,
fair stenographer. Neutral. Apply
to Box 476, THE CHINA PRESS.
14808 A.22.

EXPERIENCED European steno-
grapher (lady) is open for engage-
ment for September. Quick and
accurate. Apply to Box 479, THE
CHINA PRESS. 14811 A.19.

AMERICAN, aged thirty, univer-
sity graduate, well-recommended,
with general office experience, wants
position as bookkeeper or other
office work. Will go to outport.
Apply to Box 475, THE CHINA
PRESS. 14895 A.19.

COMPETENT stenographer
(American) with extensive office
experience, desires position, with
chance for advancement with com-
mercial concern. Apply to Box 465,
THE CHINA PRESS. 14792

OFFICE MAN of experience,
holding responsible position, wants
extra work after office hours and
lots of it; no work too complex to
handle; no position too small to
consider or accept, to either one of
which I promise true devotion, and
to him who favors me with his con-
fidence, I shall be unremitting in
my labours to compensate. Apply to:
Ally: THE CHINA PRESS. 14124

APARTMENTS WANTED

WANTED by a bachelor, a room
in the Central district, facing south,
with verandah and board. Apply to
Box 378, THE CHINA PRESS.
14810 A.19.

TWO young men desire single
room, Central or Hongkew. British
or Allied families. Apply to Box
480, THE CHINA PRESS.

WANTED, a small unfurnished
flat in Settlement or Central district,
or 3 to 4 suitable rooms, or small
house with garden, French side,
Britisher. Apply to Box 461, THE
CHINA PRESS. 14786 A.19.

WANTED by gentleman (Allied)
in Hongkew or Central district, a
large room with bathroom and
verandah attached. Board optional.
Russian or Eurasian family pre-
ferred. Reply, stating terms, loca-
tion, to Box 445, THE CHINA
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FOR SALE, a Webley and Scott,
32-7.63 calibre, automatic pistol.
Apply to Box 469, THE CHINA
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ENGLISH LIGHT-WEIGHT
motor-cycle for sale, any trial given,
guaranteed in excellent condition.
No reasonable offer refused. Apply
Box 470, THE CHINA PRESS. 14798 A.19.

IF you want extra keys made for
your Yale Locks call at 39 Nanking
Road. 14666

WANTED B. S. A. sight in good
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Science's Newest Discoveries About Saturn—Earth's Most Mysterious Brother

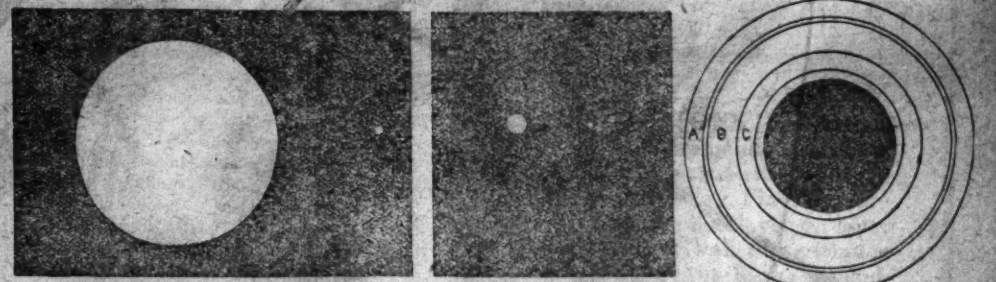


Diagram Showing on the Left Saturn and Its Nearest Moon as Compared on the Right to Earth and Our Satellite.

Comparative Sizes and the Distances Apart from Each Other and from Saturn of Its Three Rings, A, B and C. (A) the Thin Outermost Ring; (B) the Solid, Shining Middle Ring; (C) the Crepe Ring.

The Planet That Is So Light That It Would Float on the Surface of Our Seas; the Weird Rings That Threaten Ever to Fall Upon It; the Encircling Moons That Float Ever in an Eternity of Frozen Death

heavens, can hardly realize the endless variety and beauty of celestial scenery visible from the planet Saturn. At least nine satellites, possibly more, encircle this planet continuously and show all the different phases that our moon presents to us. At one and the same time may be seen crescent moons and gibbous moons, new moons and full moons, some dart rapidly across the heavens, passing quickly from one phase to the next, while others move slowly and majestically as does our own moon. The nearest satellite makes its circuit of the planet in less than one day! The outermost requires one year and six months.

There is a great difference in the sizes of the satellites also. Phoebe, the farthest from Saturn, is hardly 200 miles in diameter. Mimas, the nearest, has a diameter of 600 miles, while Titan, the largest of all, is the size of the smallest of the planets, Mercury, and measures 3,000 miles through. Another, Japetus, is almost exactly equal to our own moon in size (2,100 miles in diameter).

Saturn receives at its surface only one-ninetieth as much light and heat from the sun as the Earth receives, and unless its surface is supplied with heat from a hot interior, it is a very cold place, indeed, though Saturn is intensely hot within. Just how much, if any, light and heat is radiated from the planet to its satellites astronomers have no means of determining at present. It is generally supposed that the planets Jupiter and Saturn do not furnish their satellites with any appreciable amount of light and heat. They are believed to have cooled beyond this stage.

If this is so, life would be impossible upon the satellites of Saturn, at least life as we know it, for the intense cold prevailing at such a great distance from the sun and also the scarcity of atmosphere always found in connection with small bodies would prohibit it. The small members of the solar system, such as Mercury, Mars, the Moon and satellites of Jupiter and Saturn, do not possess a force of gravity strong enough to permanently hold under control the atmospheric gases so necessary to life. The satellites of Saturn are probably like our moon, cold and lifeless now, though there may have been a transitory stage, when Saturn furnished them with light and heat, and when all their atmospheres had not departed, in which life flourished for some ages.

Far eclipsing the satellites as a scenic feature, a magnificent arch is seen to span the Saturnian heavens, shining by reflected sunlight, and composed of myriads of dust-like particles. Each particle is a tiny moonlet, making its journey around Saturn in an independent path. Collectively they form the famous rings of Saturn.

The rings assume constantly varying angles of inclination with reference to the Earth, because they lie practically in the plane of Saturn's equator, which is tilted to the Earth's path at an angle of 28 degrees. As Saturn swings around the Sun, completing a circuit once in twenty-nine and a half years, its axis always keeps parallel to itself, as does the Earth's axis.

As a result we view the rings at all inclinations varying from zero to 28 degrees. Twice during Saturn's revolution around the Sun, or once in fifteen years, the plane of the rings assumes an edge-wise position with reference to the Earth, and the rings entirely disappear from view for a few hours, even in the most powerful telescopes.

Reconstruction of How Saturn and Its Rings Would Look from Japetus, One of Its Nearest Moons.

By Isabel M. Lewis.

Connected with the Nautical Almanac Office of the U. S. Naval Observatory at Washington.

THE planet Saturn, dull and uninteresting to the unaided eye, and considered by the ancients to be of evil influence, becomes in the telescope the most remarkable, mysterious and interesting member of the solar system.

Saturn is unique for two reasons. It is, in the first place, the lightest of all the planets, for its density is only six-tenths that of water. This means it would float if we could imagine it in an ocean great enough to contain its huge bulk, which is nearly 77,000 miles in diameter. All the other planets are heavier than water.

The most noticeable feature about this planet, however, is its wonderful ring system. It is encircled by three symmetrical, concentric rings. The inner edge of the ring nearest to the planet, known as the dusky or crepe ring, is separated from the planet's surface by a scant 6,000 miles. It extends outward uniformly in all directions for 11,000 miles and gradually merges into the second ring, known as the bright ring.

This ring extends 18,000 miles beyond the dusky ring and its brightness increases towards its outer border. It is decidedly the brightest and largest of the three rings.

It is separated from the third and last ring, which is of the same width as the first, by a narrow gap of 2,200 miles uniformly wide in all parts. This peculiar opening between the rings is known as "Cassini's Division," since it was first discovered by the astronomer Cassini. The entire ring system extends to a distance of more than 86,000 miles from the center of the planet and measures 172,000 miles across.

The rings are marvelously thin, however, measuring only about fifty miles in depth. If we should make a model of the system two feet across, a sheet of writing paper would be too thick to represent the proportional thickness of the system.

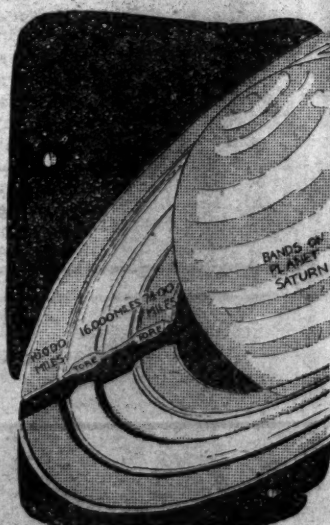
No living creature may gaze upon the beauty of the heavens from the planet Saturn for it is a world of chaos, composed almost entirely of gaseous matter, and is the lightest member of our solar system in proportion to its size.

No man could gain a foothold upon this planet for he would be engulfed at the surface in the whirling, seething vapors of a world in the making. The equatorial regions of Saturn, it has been discovered, rotate more rapidly than the higher latitudes. No stable conditions could exist upon the surface of such a planet. If a solid crust should start to form portions in different latitudes would be forced to move at different rates and the mass would be torn asunder.

This unequal time of rotation for different latitudes is characteristic also of the sun and Jupiter. The sun, we know, is almost entirely gaseous, and Saturn, with a density less than either the sun or Jupiter, cannot be otherwise. There is this very marked difference between the gaseous sun and the gaseous planets Jupiter and Saturn, however:

While the sun, on account of its enormous size, seems to possess a limitless store of light and heat, unabated through millions of years, the gaseous planets Jupiter and Saturn, which were originally mere fragments torn from the primitive solar mass, are cooling rapidly and condensing gradually as they cool toward the solid conditions presented by the inner planets, Mercury, Venus, Earth and Mars, which, on account of their insignificant size, have cooled most rapidly.

Of course, we cannot say positively that the gaseous planets Jupiter and Saturn, and probably Uranus and Neptune as well, will ever attain a solid surface condition, or that they will ever support life at some



Cross Section of Saturn's Rings Showing Their Arrangement.

be taken into account.

It puzzles astronomers considerably to explain why Saturn is, proportionately to its size, considerably lighter than Jupiter. According to the La Place theory the planet Saturn would be further along in evolution than Jupiter, for it was abandoned by the solar nebula long before Jupiter left the parent mass.

The Chamberlin and Moulton theory and the theory of Professor See concerning the origin of the solar system do not have this difficulty to meet, for they both assume that the various nuclei existing in the primitive nebula of spiral forms were undergoing con-

future time. Such factors as a possible difference in the materials entering into their composition, and the effect of different kinds of atmospheres, as well as differences in temperatures, due to enormous differences in relative distances from the sun, all have to

densation simultaneously, and therefore impose no condition upon the order of development of the planets.

Possibly some nuclei possessed a preponderance of the heavier gases. The shattered portions of a disrupted sun may not have been homogeneous in their nature. We know that the lighter gases, hydrogen, helium, etc., are at the solar surface and found in its enveloping atmosphere and nearer the centre we would expect to find the denser, heavier gases. Maybe in the dim past Saturn, for some reason, started with a nucleus less dense than its huge neighbor, Jupiter.

Even in the short time man has been privileged to observe the gaseous planets transitory changes have been noted, probably changes due to gaseous eruptions. Observations of Saturn, at Flagstaff, Ariz., in the Winter of 1916, showed a remarkable change in the color of the planet's ball.

What eruptions of gases in this turbid world caused this peculiar change of hue? Was there a precipitation of liquid particles suspended in the gases that compose the planet's atmosphere? The exact cause of the change in appearance of the planet was, of course, not definitely known, but it was doubtless due to some gaseous outburst.

The inhabitants of the planet Earth, with only one attendant moon to adorn the

A Photograph of Saturn Spinning in Space.

Newest Evening Gowns—By Lady Duff Gordon



I Regard This as the Most Beautiful Negligee I Ever Designed

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

The Attractiveness of This Gown Is Chiefly in Its Blend of Many Colors

By Lady Duff-Gordon ("Lucile")

A WOMAN bursts into the fullest bloom of her beauty in an evening gown. It is a woman of very advanced age, or one who is little gifted by nature, who does not look her best in her attire for dinner, the theatre, for the opera or a dance. In that sense a woman's beauty is a night-blooming plant.

The reasons for this truth are various. At once occurs to us the fact that the shaded lights of a ballroom or the home are softer, kinder, because less searching, than sunshine. Sunshine seeks out every imperfection. The light of evening veils them. You have seen, especially in this season, when we are in communion with nature, how the moonlight screens and even beautifies the ruggedness of the rocks in woods or fields, by mountain or seashore.

But a woman looks best in evening dress for an exactly opposite reason. The dress worn after six o'clock is one of revelations—most unexpected revelations, in many instances. To explain: A girl is admired by a young man who is one of her fellow workers downtown. He has thought her a trig, brisk, charming young person, in her dark blue coat and skirt, her broad-brimmed sailor hat and her spotless—of course it must be spotless—white or pink or yellow blouse. But when, having invited her to go to the theatre with him, he calls at her home for her and her mother, he

uncompromising as the office furniture.

But the girl in pink who comes to greet him is as lovely as a half-blown rose. Her shoulders are of marble-like whiteness and bewildering curves. Her arms are a succession of dizzying curves. The curve of her throat, that had been hidden by the prim office blouse, is exquisite. She looks up at him and smiles, an unbusiness-like smile, and her witchery is complete.

"I feel that I should ask some one to present me to you," he says, and she understands.

The large figure in this group is used to display an evening gown that is one of my favorite creations. I have endeavored to make it graceful, individual, stately, yet charming. It is built of green turquoise brocade. The shoulder sash of iridescent net redeems it from what might otherwise be a too heavy and formal effect. The beaded embroidery of rainbow shades gives substance and brilliance to the sash. Mere tulle wrapping about the shoulders seems to me meaningless. It should either deepen the tone of the gown or should introduce some added note of richness. The knee-long necklace is of pearls and emeralds. The satin shoes are of rich blue. The simple headdress—simple yet seasonable—introduces pink in the roses and violet in the cherries.

The other evening gown is of deep peach brocade embroidered in silver. The shoulder straps are of raspberry net with buckles of silver. The chiffon that drapes the shoulders is of deep cream color. The scarf is of bluish white chiffon. The shoes are of flesh color. The bandeau, worn low on the brow, is of silver against a background of bright chrome.

The negligee shown on the other side of the page I hold to be one of my chief triumphs. It is as Oriental as Salambo herself. I can fancy

meets a quite different girl. The girl he had known downtown and had admired in a comrade-like fashion lacked, if she lacked anything, atmosphere. She had been, perhaps, too clear cut—shall we say unfeminine? She seemed to belong to the office in the skyscraper. She seemed as

that Salambo wooed the conqueror in quite such a costume. Iridescent beads are heavily embroidered upon chartreuse net. The collar is of black. Piping of green silk adds to the freshness and piquancy of the effects. The dominant color in the large embroidered girdle is turquoise green.

One of My Favorite Creations. The Iridescent Scarf Redeems It from Too Imposing Stateliness

Automobiles

SHANGHAI, SUNDAY, AUGUST 19, 1917

BE CAREFUL OF THE BATTERY OVERFLOW

One Should Not Neglect To Keep Exterior Of Battery Clean

The corrosion of metal parts on or about a storage battery is often attributed to a leaky or defective battery. That this is usually due to the spilling or overflowing of battery solution and the neglect of the motorist to keep the exterior of the battery well cleaned is explained by A. E. Ward of the Prest-O-Lite Battery Service Station.

"The corrosion of metal parts about a battery, indicated by a white lead sulphate coating, is caused by the action of escaped battery solution which eats into the metal.

"Under ordinary driving conditions the charging of the battery by the generator causes more or less battery solution to vaporize through the vent holes in the filler caps of the battery cells. This vapor condenses on the battery, and to prevent corrosion of the handles, hold-downs and other metal parts, and damage to the battery box, it is essential that the exterior of the battery be cleaned off regularly so that the acid cannot get in its work. This should be done with a clean moist sponge whenever the battery is inspected or distilled water is added, and if the motorist will take a few moments occasionally to do this there should be little trouble with corrosion.

"At the same time it is well to see that the hold-downs are tight to prevent unnecessary vibration. A thin coating of vasoline on all metal parts not lead coated will also help, acting as an insulation.

Parts that have become corroded should be well cleaned with a solution of weak ammonia and coated with vasoline.

"Many bad cases of corrosion are caused by the overflow of battery solution due to overfilling the battery cells. In adding distilled water the cells should never be completely filled; the proper height of the solution is about one-half inch above the battery plates. When the battery is being charged the solution expands and gives off gases. The unfilled portions of the cells are needed to accommodate the expansion and gas. If the cells are completely filled with solution the natural result is an overflow through the vent holes, which is bound to cause damage.

"A simple way to determine the height of the solution over the cells is to use a piece of glass tubing of convenient length. Insert the glass tube until it rests on top of the plates, place a finger firmly on the upper end to create a vacuum and withdraw the tube. The liquid in the tube will indicate the height of the solution above the plates.

Chauffeur's Authority

The question of the chauffeur's authority to bind the owner of a car for service and repairs is one that should be of particular interest to garage keepers, repairmen and owners, says Leslie Childs, legal editor of American Motorist, writing in the current issue of that highly instructive and entertaining publication. Says Mr. Childs:

"The general rule is that an owner is not liable for service of this kind unless he has ordered it or caused it to be ordered. This rule, however, has some exceptions, as where a servant who in the scope of his employment gives the order, in which event the owner will be bound; this upon the doctrine that what one can do himself he can also do by an agent. But even in cases of this kind some nice questions of fact may arise as to the extent of the authority delegated, unless it is apparent or can be plainly established.

"It often happens that an accident will occur while the car is in the possession of the chauffeur that requires the attention of a repair man if the chauffeur is to complete the journey he is upon. In cases of this kind the chauffeur may not have the required amount of money at hand and he may not be in a position to communicate with his employer relative to charging the account.

"The repair man or garage keeper may be acquainted with the financial responsibility of the owner, but may hesitate to execute an order given by the chauffeur, through fear that the order may not be approved by the owner. In a situation of this kind a slight knowledge of the law governing the liability for repairs of the kind may prove of considerable value to the parties concerned.

"Cases of this kind seem to be divided into two classes—first, where the breakdown or damage requires repairs of a permanent and lasting character, such as the adding of new parts, or practically rebuilding; second, where only temporary repairs are required that will enable the chauffeur to continue on the immediate business in hand. Whether the repairs fall within the first or second class will, it seems, govern the liability of the owner for the payment of the charges. The points have been passed upon by the courts in several instances, so may be considered as fairly well settled."

STUDEBAKER WILL NOT CHANGE MODELS FOR CARS THIS YEAR

No Advance In Price Yet Either Though One May Come Later On

R. T. Hodgkins, sales manager of the Studebaker Corporation, is authority for the statement that Studebaker does not contemplate a change in models this year. In making public this information Mr. Hodgkins says:

"In our opinion, Studebaker engineers have reached a point near perfection in the Series 18 cars. Our engineers have been concentrating on the one basic design now for the past four years and have, naturally enough, been able to constantly improve and refine our product. They have taken advantage of the splendid opportunity to observe the performances of 300,000 Studebaker cars in the hands of owners in every part of the world, and through this experience of actual service the Series Studebaker cars have been evolved. There's really no good reason why we should announce new models at this time; in fact, I can say definitely there will be no change in models this year.

"Prospective buyers of a motor car may purchase a Studebaker car now with the assurance that no sudden change in models will discount or depreciate the value of their purchase.

"Each day our sales reports from all over the country continue to show that the motor car buying public is quick to recognize a good car and to give its support to a well made product, the value and service of which have been proved in actual performance. The increased cost of materials and labor may force us to make an advance in prices most any time. Due to tremendous stocks of materials on hand, purchased before the rapid upward trend of prices, Studebaker has been able to sell its

cars at prices that are hundreds of dollars less than other cars.

"Upon my recent trip throughout the middle West I interviewed many dealers and found every one of them enthusiastic about the prospects for sales to farmers this year. I have never been so impressed with the prosperity of the farmer as I was on this last tour through 'the bread basket of the world.'

"From all my experience and knowledge of this section of the country, I have never seen such prosperity. The same conditions seem to apply to every other section of the country, according to reports which are coming in every day.

"Within the next sixty days I look for an unprecedented demand for medium priced automobiles from coast to coast. And unless there are weather setbacks, particularly in the farm areas, I believe there will be the greatest automobile shortage this year that the industry has ever seen."

Interviewed at the local Studebaker salesroom, Fifty-sixth street and Broadway, Manager F. R. Bump said that the announcement of the Studebaker Corporation relative to producing no new model this year was quite expected.

"The Series 18 Studebaker," he said, "has proved its superiority after the most severe trials—actual use, day in and day out, by thousands upon thousands of owners.

"The fact that despite the daily increasing cost of material and labor, Studebaker has announced no increase in price, yet retained the same high standards, would seem to indicate an unusual foresight in purchasing and a perfect manipulation of quantity production to hold down costs.

with a woolen cloth dipped in clear water to which has been added a few drops of ammonia. If the upholstery is of clot hit can best be cleaned by sponging with water containing a little salt and alcohol.

Now you are ready to use the hose. Be sure to remove the nozzle and flow the water over every part of the body. This serves to wash off as much of the dust as is possible and to loosen the mud, or ice, or snow, so that with a little patience it can be floated off. In cases where the car is exceptionally dirty it is well to let it stand 15 minutes and then shower it again.

Take a clean, soft sponge and, following it with a gentle stream from the hose, go lightly over the body. If certain panels are grease spotted, these should be separately washed with pure water and castile or other neutral soap, but with this one exception: Bar soap, soft soap, or soap solution should never be used on the body above the chassis.

Special Brushes Needed

Grease and road oil collect on the chassis, and their removal requires more vigorous treatment and separate tools. Special brushes will greatly facilitate work in inaccessible corners. The caustic action of an alkali soap is necessary for the removal of grease on the chassis, but even when used here it is advisable to employ it in the form of a soap solution made by dissolving a pound of soap in a gallon of warm water.

The soap is, of course, rinsed off, and a hard stream may be used on the chassis to advantage, but it should not be directed against the wheel hubs, for dirt may be washed in and reach the bearings.

PREVAILING ROAD TYPES

Nearly 2,400,000 miles of the 2,500,000 miles of public roads in the United States are of earth, sand-clay or gravel, according to recent statistics gathered by the United States Department of Agriculture. Roads of these materials are, therefore, of predominant importance in most communities of the country and probably will remain so for many years.

Care Of Tubes

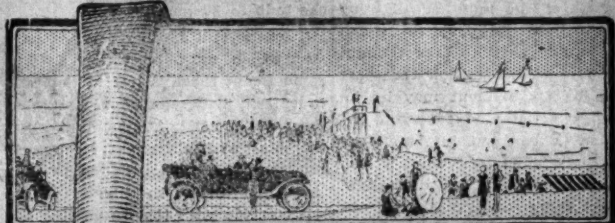
The care of tire tubes is an important subject for the consideration of the motorist who wants to keep his expenses down. In speaking upon this point, the service manager of a large rubber company said: "Never run a car on a flat tire; keep a spare tube on hand ready for immediate use. A short run of no more than half a mile, no matter how slowly driven, causes a breaking down of the casing fabrics which cannot be repaired. Hundreds of miles are taken out of the life of a tire by such practice. The only remedy—and a simple one—is to carry a spare tube, so that a change may be made instantly.

"The practice of throwing away a tube which has been punctured or blown out is dead wrong. This old-fashioned idea still prevails among some motorists, but it is only because they fail to understand the advancement which has been made in the science of repairing tubes.

"A good repair man of today can make good as new an injured tube. Improved repair equipment and greater skill on the part of the average repair man account for this improved grade of workmanship. Motorists will do well to send their tubes for repairs just as long as a reliable repair man will accept them."

DISBROW'S ARMORED CAR

One of the features of the armored motor car which Louis Disbrow, former dirt track racing king, has designed for use by the United States army in connection with despatch work for the aero corps is the height. The armored car is in reality the Disbrow semi-sport car with a steel covering of absolutely no flat sides. This car is just five feet in height and yet has a 18-inch clearance. Disbrow is to make an early test of the car in 300-mile run over roads, fields and hills to average at least 40 miles per hour.



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Hudson Super-Sixes Are Favorites With Tourists

"More people are touring America this year than ever before," said a local agent for the Hudson Super-Six. "This is due in a measure to a larger ownership of automobiles, but even more than that is the awakened interest Americans have in their own country since the declaration of war.

"This really surprising activity in touring has had the effect of greatly stimulating sales. The Hudson Motor Company within the past month was forced to again enlarge production. And they are selling cars as fast as they can be made.

Undoubtedly the Hudson Super-Six is favored by tourists above all other cars, because of its hill-climbing abilities and endurance qualities. People who are going on extended tours want the security that they will reach their destination; that they will not be troubled by hill-failures and breakdowns. The Hudson Super-Six has established its supremacy indisputably by such performances as driving twice across America in one continuous trip in 10 days and 21 hours, breaking the transcontinental record in both directions; by driving 1,819 miles 24 hours, beating the next best performance by 317 miles; by the

non-stop record of 403 miles, made by a Hudson Super-Six Special, beating the next best performance by more than 100 miles. The endurance qualities of the Hudson were further proved by Ralph Mulford's performance in breaking the American Speedway records for 150 and 200 miles in a Super-Six Special at Chicago June 16, when he averaged 104 miles an hour.

"In the Pike's Peak hill-climb, the greatest of all tests of this character, the Hudson Super-Six established its supremacy, as well as in scores of local contests held by dealers throughout the country. And the tourist wants a car that will not fall on the hills.

"These Hudson qualities undoubtedly are responsible for the unusually large demand for Super-Sixes at this time of the year. More than 37,000 Hudsons are now in the hands of owners. And this number is increasing each month by hundreds.

"It is indicative of the prosperity of the country that many of these cars are being bought for touring. It shows that war-time prosperity has begun to percolate and that the hesitancy and doubt which for awhile made business nervous, has been replaced by confidence."

Preserving The Car's Finish

You can abuse the engine pretty consistently before it begins to complain. "You can abuse the finish once or twice, and then you have no finish to abuse. The appearance of the car and the appearance of the finish are one and the same thing, and appearance goes a long way toward determining the value of a house, a horse, or an automobile.

The lack of washing and failure to wash properly will do more toward ruining the appearance of the car than any other thing. The varnish of the new car is hardened and benefited by frequent washing with clear cool water. Mud, allowed to dry or freeze on the car, takes up all the oil from the varnish and leaves the finish streaked and spotted.

Dirt is not the only enemy, for garage gases and even the atmosphere of some cities attacks the finish of the car which is not frequently washed.

Examine Other Fellow's Car

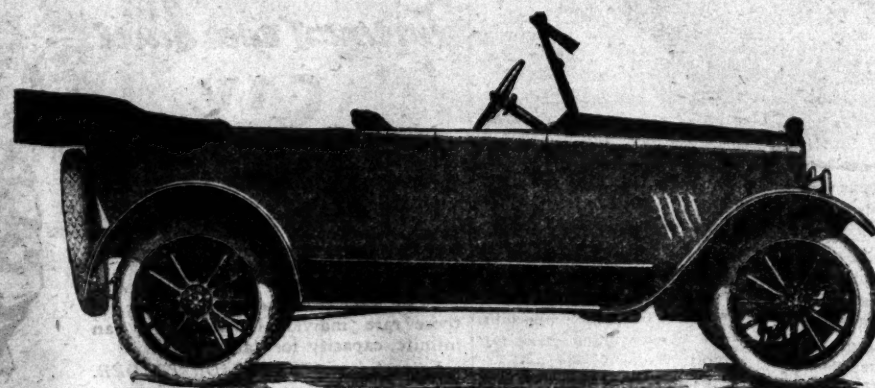
Before you turn your car over to a garage for regular washing examine the other fellow's car, and see what they are going to it, and once you find a man who knows how to care for the car properly let him wash it every time it needs it. A single washing, done carelessly, will destroy the luster that careful washing has preserved for months.

Start in by cleaning the top. Give it a good stiff brushing to remove the loose dust and then either sponge it or use a soft brush with clear, tepid water and castile soap. A chamomile skin kept especially for the purpose will hasten the drying and of course the top is not folded back until it is thoroughly dry. About every other time it is a good idea to give the interior a little more attention than it gets from a stiff brushing.

Ammonia And Water
Go over the leather upholstery

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EXPLAINING THE QUESTION OF PROPER HEADLIGHTS

One Of A Series Of Articles By An Expert For The Automobile Owner

By Walter Shields

In view of the tendency on the part of legislative bodies, State and municipal, to interest themselves in the state of the motorist's lighting arrangements, it behooves that much pestered individual to take thought as to just what condition that part of his car's equipment may be in. Poor lighting is an annoyance to the driver of a car, but in these days it may be a good deal more; it may result in his running foul of the law. Suppose we note briefly some of the failings of the ordinary electric lighting system and suggest some ways in which the motor car owner may avoid trouble.

To begin with, the range of adjustment in many lamps is so limited that a satisfactory light may be obtained only through the use of a certain type and size of bulb. The owner of a car making a casual purchase of bulbs when he is on tour may get a lamp that will fail utterly to give efficient service. Therefore, every car owner should know just what type of bulb will give good service with his lighting system. If he is forced to purchase bulbs when he is away from home he will know just what make to get. But better still, he should carry with him always spare bulbs to put him beyond any necessity of making casual purchase. Carrying cases for extra bulbs may be obtained in any accessory store and in these the spares will be kept from danger of breakage until used. This is a simple precaution, but it may save the car owner almost limitless trouble.

In buying new bulbs it is important to examine the size of the electrical contacts on the base, as many bulbs have too much solder on this part. When this condition exists the contact pin will jam against this lump of solder and sometimes prevents the proper anchoring of the bulb in the socket. In cases where the owner has such a bulb already in his possession the trouble may be obviated by scraping off the excess solder with a knife or filing it off.

Even when the equipment is perfect in every way the best illumination will not be obtained unless the lamps are properly focussed. Not all motorists realise this, and many more, while they know that focussing is necessary, do not know how to do it. The following is the best way to focus headlights: Drive the car to within twenty feet of a blank wall, barn door, or any other flat, perpendicular surface. Observe the image cast by the lamps. Make the adjustment so that the bulbs will be as far back of the reflector as possible. This should give an image with a black spot in the center. If the black spot does put in an appearance it is a sign that the socket adjusting device is limited in its rear movement. If the black spot is not concentric with the image, that is to say, if it appears off to one side or if it is not circular, it means that the filament is not in the axis of the reflector.

Next place the rubber end of a pencil on the tip of the bulb and move it around in every direction and note the effect of this procedure on the black spot. If moving the bulb in any direction makes the black spot concentric, it proves that the socket does not hold the bulb in the correct position. This may often be remedied by removing the bulb from the socket and giving it a half turn before returning it to its position in the socket. If, on the other hand, the bulb has a tendency to spring away from correct position it is certainly the fault of the socket or of the device used for focussing and this will have to be repaired by the lamp manufacturer or service station.

Now to get rid of the black spot: Adjust the bulb by moving it forward until the desired image is obtained. In some socket adjusting devices the movement toward the reflector is not so great as the movement away from the reflector and for this reason the desired images are best obtained by moving the bulb out of the reflector as far as possible.

The number of adjusting devices used on modern lamps is almost without end. In some of them adjustment is secured by turning the bulb, in others by turning a screw at the back and in still others by moving the rim of the lamp. The mere turning of the adjusting device is not by any means the entire battle, for some focussing devices are actually defective and when the lamp seems to be in focus it is actually out.

In the use of lamps where focus

is obtained by turning the bulb, care must be taken not to loosen the bulb from its base during adjustment, and there is also danger of breaking the bulb to be guarded against.

There is still another form of defect which must be watched. In some lamps there is lost motion, so to call it, between the socket and the bulb, and play is generated. By this play a displacement results of the source of light; that is to say the center line of the filament does not coincide with the center line of the reflector. This results in a distorted image and naturally the light yielded is very poor.

Some bulbs are made with the center line of the filament offset from the center line of the bulb base. Obviously a bulb of this kind is not wholly efficient. It is sometimes possible to change the position of a bulb of this sort, so as to get the filament line on center and remedy the trouble, but again no twisting of the bulb will do any good.

No matter how efficient his lighting system may seem to be, it is a good plan for the car owner to make a practice of examining his bulbs occasionally to see if the filament centers are actually in line with the bulb base center. Bulbs that started in life correctly aligned as to their internals often develop this trouble after considerable service. If there is any question about the bulbs, take the safe course and replace them with fresh ones.

Another thing to remember is that though the light may be right, its direction may be absolutely wrong. The really efficient light is thrown on the ground and not in the air. No beams from the headlight should ever rise more than forty-two inches from the ground. This is common sense as well as compliance with the laws of several States. If the lamps have an adjustment for this phase of the matter, well and good. If no adjustment is provided the brackets should be bent so that the light is thrown on the road and not in the air. Any blacksmith can bend the brackets, if indeed the motor car owner has not a big wrench to carry out the work with himself.

And this brings us to the consideration of another phase of the subject, the various methods of dimming the lights to comply with municipal and State laws, not to mention the laws of common courtesy on the road. The simplest form of glare remover is found in the portion of the lens painted with some opaque element to cut off the rays of light in the upper ranges. This serves very well as far as it goes, and we believe complies with most of the laws on the subject.

But this method of eliminating glare by cutting off a certain portion of the light is wasteful and inefficient. It solves the problem of compliance with the law, but it deprives the motorist of part of the illumination that he actually needs. There are many other methods of obviating glare without this accompanying waste. Let us examine briefly some of the more important.

Methods of controlling glare fall into several definite classes, depending on whether the light is controlled at the bulb, between the bulb and reflector or between the reflector and the lens. There are, of course, various methods of controlling the light at each of these points, so that we might still further subdivide the classes, if we cared to do so.

When the glare removing operation takes place actually at the bulb it may take the form of an actual dimming of the light, the color may be changed, amber or green being substituted for the dazzling white rays, part of the bulb may be covered to deflect the upper rays of light or the bulb may be frosted.

When glare removal is to be accomplished at the reflector the color may be changed or the upper portion of the reflector may be offset from the lower, tending to throw the upper beams of light downward on the road. Again the upper range of the reflector may have an inclined axis or other similar means of deflecting the dazzling beams.

When the elimination of glare takes place at the lens this part may be of some special type of construction that tends to deflect or diffuse the bright rays or it may be frosted, which accomplishes the same end. Sometimes the upper part of the lens may be covered by a suitable shield, either permanent or removable, or it may be colored. In some of these

lens devices the construction causes a bending or redirection of the brilliant rays.

It will be noticed that a change of color is efficacious, whether the location of the glare removing device is bulb, reflector or lens. There is still another method of getting at the trouble, which is simply tilting the whole lamp downward so as to prevent the light rays from rising above a certain height.

We may examine a few of the more prominent types of glare removers in detail so as to point the actual lesson of what we have learned in our examination of the problem in general.

One of the popular glare removers is of the prismatic type consisting of a lens having a smooth outer surface and horizontal corrugations on the inner surface. These corrugations bend the brilliant light rays downward so that they are thrown on the road instead of into the eyes of passersby.

Another device of this sort consists of a lens containing a number of smaller lenses, 176 to be specific, ranged in a regular pattern. This device is claimed to diffuse the light and spread it fanwise over the road. Still another lens device consists of a series of horizontal prisms the function of which is to bend the light rays downward on the road; the lower rays being deflected sharply serve to illumine the road immediately in front and to the sides of the car.

There are almost endless variations of this type of glare eliminator, which works from the lens. A totally different type of device is found in the various designs that aim to cut off the upper light rays at the source, the bulb. One of these is in the form of a cup fitting over the lower half of the bulb throwing the light rays up against the upper half of the reflector and thence down upon the road.

The third form of glare remover selects the reflector as its field of interest. In one such device the upper half of the reflector has an inclined axis, with the lower part horizontal, the axes crossing one another at a common focal point, with the result that the light is thrown down on the road with none above the horizontal plane of the reflector. Still another example utilises a corrugated metal piece which fits over the lower half of the ordinary reflector, causing the bottom rays to be thrown against the top of the regular reflector and thence down to the road.

There is still another and entirely different type of anti-glare device which consists of a section of colored transparent material, celluloid or glass, fixed to the wind shield. The

driver approaching a glaring light simply directs his vision through this amber section, which removes the glare from the oncoming illumination. This type of device approaches the problem from a totally different angle, since the glare is removed, not at its source but at its objective.

Road Building Now Uncertain Business

As a result of the present scarcity of labor in some parts of the country and the difficulty in securing prompt deliveries of road materials, a marked change has developed in the usual practice in letting contracts for important road improvements. Until this year it was considered best to award contracts in long sections, so that a large organization with an expensive plant would find the work attractive. In road construction a trained organization and ample mechanical equipment are needed to perform the work at minimum expense in a satisfactory manner, and these requisites cannot be furnished at a profit on small work. Under the present conditions, however, contractors having such facilities for large undertakings are unwilling to undertake them if there is a time limit for the finishing of the roads. It is unsafe for them to make such contracts without reasonable assurance that they can hire enough labor and materials can be procured when required. Most of them are perfectly willing to undertake small contracts nevertheless, for they can thus hold their organizations together and be fairly certain of obtaining enough labor and materials. They will not make any money to speak of in this way, but they will be ready to undertake larger work when conditions become settled, as they surely will. Therefore engineers in some parts of the country are already arranging to let small contracts for much needed work, although they regard larger contracts as impracticable now on account of their inability to modify the statutory requirements regarding the date of completion of works.

Happy Hunting Grounds Of The Joy-Rider

A report from Trenton, N. J., says that persons who enjoy taxicab rides can get them free in Mercer County by just getting drunk. The Mercer County Liquor Dealers association has announced that persons who become intoxicated in the county will be refused drunk and taken home in taxicabs. This action was taken to prevent the prohibition and local option sentiment from spreading.

Overland Record Month

During the month of June all retail records of Willys-Overland Inc. were broken. This retail business amounted to approximately \$11,150,000 for that period, the greatest record for any month in Willys-Overland history.

These figures are for the United States alone and do not include Canada or export sales, which are also heavier than ever; nor has allowance been made for the 10 per cent of the reports that past experiences prove are not sent in to the home office.

On Monday, June 25, reports of the sale of 1,975 cars at retail reached this company, \$988,200 worth—a new high mark for a single day's Willys-Overland trading.

This proof furnished by the accurate system of checking retail sales in use at the Willys-Overland headquarters in Toledo, demonstrates that the buying public of the United States has recovered its poise after the uncertainty of events prior to and shortly after the declaration of hostilities with Germany.

During the first two weeks in June the daily sales averaged about \$400,000. During the week of June 17 the retail sales climbed to a daily average of about \$450,000.

From June 25 to June 30 the United States automobile buyers paid more than a half million dollars daily for their Willys-Overland cars.

From one-fourth to one-sixth of the total retail sales reported each day during June were made in the Eastern district, the territory which seemed at first to be most affected by the "war scare."

YOKOHAMA TAXES MOTORS

Scale For Machines Of Different Sizes And Stations In Life

A general inspection of automobiles in Yokohama has been made by the city office in view of enforcing the new automobile tax rates, which will largely increase the municipal income from automobiles. The old tax was twenty yen a year for public machine and thirty yen annually for a machine in private use.

The new scale regulates the amount due the municipality down to the exact number of passengers the machine can carry; it even introduces a six-passenger touring car. The scale is: seven-passenger machine, 54 yen; six-passenger, 48 yen; five-passenger, 42 yen; four-passenger, 36 yen; and three-passenger, 30 yen annually. An automobile of a seven-passenger capacity, in trade, is taxed 40 yen; six-passenger, 32 yen; five-passenger, 28 yen; four-passenger, 24 yen and three-passenger 20 yen annually.

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EIGHT CYLINDER AUTOMOBILES

In service the world over

Tested by every climate and over all kinds of roads. Built by long established Company. Chassis recently adopted by United States Army and Marine Corps for armored cars. Powerful, durable, economical. Four luxurious models

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British Made Throughout

"The first man to make an accumulator that would really stand the racket of the early motors was C. A. Vandervell. He succeeded because he is one of those rare individuals who have an infinite capacity for taking pains."

—Extract from THE MOTOR TRADER.

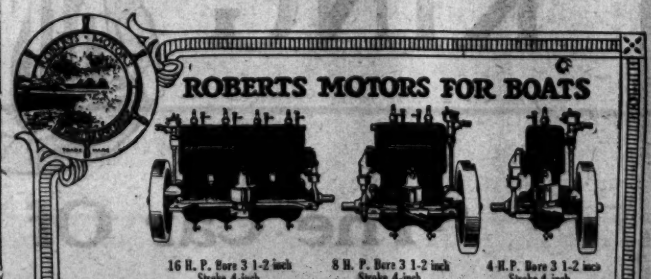
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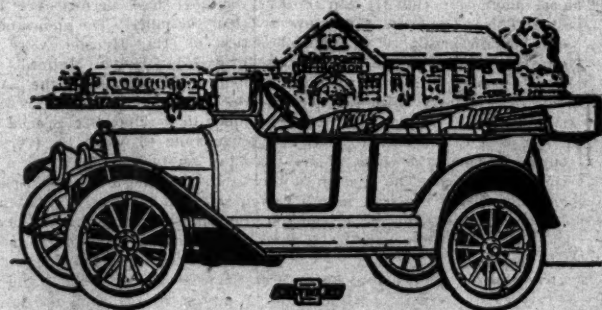


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Reputation in motor car building is most important.

Without reputation, your metal, rubber and wood would be merely a highly polished mechanical assembly. With it, you are certain of satisfaction, pleasure, health, and efficient travel.

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CHEVROLET

MUST 'MOBILISE' THE ROADS FOR TRUCKING

Motor Trucks Will Have To
Come To The Relief Of Con-
gested Railways

At the present time the railways in some parts of America are so congested that it is impracticable to handle local freight. This condition will continue for some time, if the announcements by railway officials are reliable forecasts. In the vicinity of important railway centers this congestion is particularly marked, because the facilities are taxed so heavily for through shipments that the local demands are very far from being met. It is not surprising, therefore, that the roads are being considered very seriously in many places as the best relief from the serious interference with commercial and industrial activities. Before the year is over it is probable that motor trucking on suburban and main roads will develop far beyond anything expected six months ago.

The maintenance of these roads under such traffic will call for the highest skill and good judgment, and already it has been suggested in some places that it will be desirable to restrict the trucking to certain roads and keep it off those which are not surfaced to carry it properly. Other suggestions are to maintain to a much lower standard those roads which are used by large numbers of trucks, providing merely a durable, rough surfacing, free from ruts and holes, like that employed on the new military roads of France. Still other suggestions are to concentrate all the new construction and reconstruction on roads of high grade suitable for both trucking and lighter service.

The fact is, there is no generally applicable rule to govern such work, and the improvement best for one locality may not be desirable for another. Some kind of improvement must be made in very many places, however, if the motor truck is to come to the relief of the overcrowded railways, and the way to determine what shall be done is to ascertain where trucks must be run to meet best the demands for better transportation, and then improve the roads so they will serve this purpose.

It is by no means certain, without considerable study, that heavy trucks will be used extensively; five-ton trucks are not increasing in general favor, while lighter sizes are growing in popularity. A truck weighing, loaded, not over three tons and moving at a speed of eighteen miles an hour is no more destructive to a road, so far as is known now, than a heavy touring car driven at a speed of thirty miles. This is indicated by Prof. Kenney's experiments on roads near Boston, which showed that the speed had a very great influence on the resistance of a road to travel, and consequently on the destructive effect of a vehicle on the road, provided the road was strong enough to carry the loads without breaking through.

AGRICULTURAL STATES GREATEST MOTOR USERS

In 1916 there were 3,513,000 automobiles and 251,000 motor cycles registered in the United States, according to the Office of Public Roads. The revenue they yielded in the form of licenses and registration fees was \$25,865,000. The revenue had increased 42 per cent over that for 1915 and the number of cars and motor cycles had increased 43 per cent. About 92 per cent of the revenue was spent on road improvements of some kind. The use of the cars is shown by the population per car in the different States. The great agricultural State of Iowa stands first, with a car for every eleven persons; and then follow California with twelve persons to each car, Nebraska and South Dakota with thirteen, Kansas with sixteen, Montana and North Dakota with eighteen, Michigan with twenty. These are all agricultural States, and it is certain, not only from these statistics but also from common knowledge, that the automobile has become a valuable part of the farmer's equipment. It is not the great manufacturing States like New York, with a car for every fifty inhabitants or Pennsylvania, with a car to every thirty-seven, that show the highest popular use of the motor vehicle. The fact is, the farmer, like the rancher in Arizona, where there is a car for every twenty-one persons, finds the automobile invaluable in removing the isolation of country life, and he is now willing to concede that good roads, which will enable him to use his car at any time in the year, are a necessity.

FOR THE RED CROSS

At a meeting held in New York City last week, the directors of the General Motors Company authorized a contribution to the National Red Cross Fund of \$250,000. Under this agreement the contribution of the Oakland Motor Car Company and its various branch houses will be approximately \$25,000, which amount will be taken care of by the home office.

Women's Motor Corps For Military Service

Members Of National League
For Women's Service Assisting
In Taking State Census

By A. Jackson Marshall

(Secretary Electric Vehicle Section,
National Electric Light Association)

The National League for Women's Service has for its object, to use its own words, "to co-ordinate and standardise the work of the women of America along lines of constructive patriotism; to develop the resources and to promote the efficiency of women in meeting their everyday responsibilities to home, to State, to nation, and to humanity; to provide organized, trained groups in every community prepared to co-operate with the Red Cross and other agencies in dealing with any calamity—fire, flood, famine, economic disorder, etc., and in time of war to supplement the work of the Red Cross, the army and navy, and to deal with the questions of woman's work and woman's welfare."

The Motor Corps is one of the most interesting and efficient divisions of the League. A member of this division must meet a number of requirements for active service. She must have a health certificate, a State chauffeur's license, at least two years' experience in driving, and a certificate from a motor school. Infantry drill is compulsory and is held twice a week in one of the city armories. Members are also required to take an emergency course covering first aid, given once a week at a hospital, and an additional hour each week to bandaging and dressing. All members of the Motor Corps wear a khaki uniform consisting of a short skirt, Norfolk coat, and visored cap.

The services performed by the members of this division with their automobiles are very numerous. They aided in the taking of the military State census, and are meeting various demands for war department or local military organizations. As many women own electric automobiles, a large number of these silent, dependable, easily operated cars will doubtless be driven by khaki clad members of the National League for Women's Service.

Maxwell Owes Its Success To Standard Auto

(By Walter E. Flanders, President
Maxwell Company)

"What is the biggest thing our company has done this last year?" The question was addressed to me. I didn't hesitate a second in my answer. "We standardised," I said.

The question sounded somewhat laconic and the questioner waited for me to expatiate on my brief but emphatic reply. The explanation was soon forthcoming.

"We standardised," I continued, "and by doing so increased the esteem and confidence of our public to a degree that is impossible to estimate. We told the people that we are so well satisfied with the Maxwell car that it will not be changed in design or appearance. It will not be changed in any particular, except for the addition of such refinements and improvements as our engineers find expedient."

That day is past when the designer of automobiles can change the entire appearance of a car to suit his whim or fancy. Automobiles are not like women's gowns. There is no necessity to change their style and appearance every season.

People want a car they know will not be obsolete next year. They want a car they can depend on, both in performance and in appearance. The Maxwell is such a car.

Standardisation is the rock upon which we built a business that is double what it was last year and that will be doubled again next year.

Standardisation, in its real definition, means being fair with the public. The automobile is a staple article, its use is becoming more and more general. It's a necessity in our daily life, a good deal like furniture or clothes. We aren't forced to buy new bedroom suites or new pianos or new dining room tables every twelve months, just to suit the mood of some builder or designer.

I believe that standardisation gives a complexion of stability to the automobile industry that it has hitherto lacked because of the practise of changing models from year to year.

The proof of my argument lies in the fact that just as soon as the Maxwell Motor Company announced its policy of standardisation there was an immediate response on the part of the public and our production jumped in leaps and bounds. I am firmly convinced that standardisation was the biggest factor in the increase of Maxwell business. People are buying Maxwell cars all the year around, because they realise that our style won't change with every passing season.

HAS USED \$8,000 WORTH OF TIRES ON ONE CAR

'Hyatt Roller,' In Travelling
Over 260,000 Miles, Has
Worn Out 300 Tires

The "Hyatt Roller," the world's long-distance car, now on a tour across the North American continent and back, furnishes an interesting example of the upkeep of a car in travelling a distance of ten times around the world.

"Since I bought this car it has worn out over 300 tires, representing a value of more than \$8,000," says F. E. Slason of Plainville, Kan., owner of the car, "and it has consumed over 15,000 gallons of gasoline."

"The 'Hyatt Roller' is a 1919 Model 16 Buick. It has been driven continuously all these years in connection with my business as retail sales agent for the Buick car at Plainville. During the time it has been used not only for purposes of demonstration, but also in racing and touring, for hauling and trucking, as a trouble car and in livery service."

"The car won the mileage contest conducted in 1915 by the Hyatt Roller Bearing Company, the actual number of miles traveled being 261,800, a distance equal to ten times around the earth. So far as is known, this is the world's mileage record. The whole distance was covered on a single set of Hyatt bearings. The wear and tear of constant use necessitated, of course, numerous changes in tires as well as other occasional replacements, such as new transmission gears and bevel ring gears on the rear axle. But the original bearings ran through it all without adjustment or replacement, and are still giving perfect service in the car on its present tour."

Modern Car Is Well Equipped

In The Old Days 'Extras' Were
Many

"Those who recall the motor car of some ten years ago are amazed to note the radical changes in what constitutes standard equipment," says Harry S. Houpt, the Hudson distributor.

"The purchaser of a few years ago bought the chassis and body only. Before he could operate his car he had to purchase even such essentials as lamps, horn and top, while today all he has to do is fill his car's tank with gasoline."

"Manufacturers today are market-

ing cars that are complete in every detail of equipment, so that instead of spending several hundred dollars for items that were once termed 'extra equipment,' the purchaser now finds himself possessing every practical accessory to meet the requirements of law, convenience, comfort, safety and appearance.

"Of course there is a full complement of electric lamps in front, rear and tonneau, starting and lighting batteries, speedometer, clock, gasoline gauge, electric horn, windshield and tool equipment. In addition, machines are equipped with shock absorbers, thermostat to control water temperature, motometer to show that proper motor temperature is maintained, starting system, cord tires and tire pumps."

70,000 Motor Cyclists In British Service

In the British army 70,000 motorcyclists are in active service; 40,000 of these are despatch riders and the remaining 30,000 are in machine gun batteries, signal corps and convoy service. The machines in use embrace every known make and include many of American manufacture. Our own government has become interested in the motorcycle as an implement of war and is now using them extensively in the army.

One of the duties of the motor transport committee of the National Council of Defense is to work out the motorcycle problem. Shelby A. Falow president of the Federation of American Motorcyclists, because of his extensive acquaintance with motorcycle affairs, has been made a member of this committee.

DIRT AND MOTOR HEATING

To secure the best results from a motor car cooling system, care should be taken to keep the radiator cells free from foreign matter particularly when driving over muddy or dusty roads. If the trip is long, the accumulation of dust, dirt and mud seriously impairs radiation. An examination will usually reveal cells that are so tightly packed with mud that they can play no part in reducing the temperature of the water system. The quickest way to correct the evil is to play a hose with considerable water pressure on the radiator for a few minutes at each watering place. The foreign matter should not be left clinging to the radiator core as sticky mud.

RECOMMENDED By Satisfied Users

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In every community you will find users of Fisk Tires so enthusiastic over their investment that they will go a long way to recommend Fisk to their friends.

This is the kind of proof of quality that every motorist should demand, the kind on which the enormous Fisk Business has been built. The phrase "Ask Fisk Tire Users Before You Buy Again" has a real dollars-and-cents meaning to the wise motorist.

Inspect our line of Fisk Tires and Tubes

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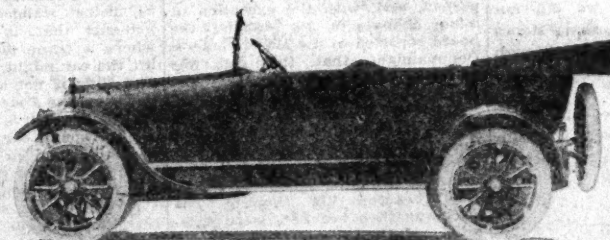
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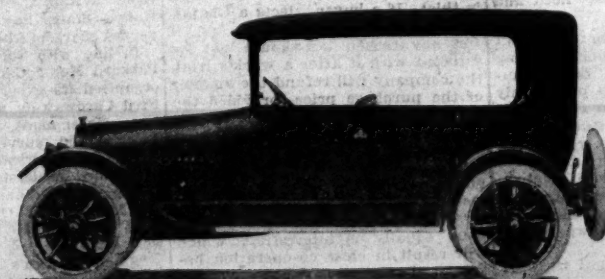


SEVEN-PASSENGER TOURING CAR

POWER—Ample to take this car, loaded, anywhere that any automobile can go.

SPEED—More than 999 out of every thousand car owners would ever want or dare to use.

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GREAT TEST OF U.S. PNEUMATICS

Specialty Recommended By
Army Man After Their
Use On Packard

When Lieut. O'Mahoney, as part of the New York National Guard, was recently mustered out of the Federal service he continued his study of the military truck transport problem. In the course of his investigations he heard of the claims put forth by the United States Tire Company for its newly perfected pneumatic cord tire for trucks. After a careful examination of the tire and its structure he decided to put it to the hardest test a truck tire could possibly be called upon to withstand.

The United States Tire Company was glad of the opportunity to have its product tried out by a disinterested expert. The company secured a brand new Packard truck of one and one-half tons capacity and equipped it with 32x7 "nobby" tread pneumatic tires. The truck was then loaded, not with its normal capacity of one one-half tons, but with almost double that load, and it was started out from Detroit on its journey for the Mexican border and back.

Lieut. O'Mahoney, who drove the truck himself, says of the trip:

"In the first place I made up my mind that in order to give the tires the hardest kind of army transport test—which is the severest that any truck could ever be put to—I would not spare the truck even if I had to wreck it. And the amazing part of the trip is that the truck came back to Detroit after covering 4,288 miles of the worst roads and 'trail blazing' that I have ever known in practically as good condition as when it first left Detroit. This fact alone absolutely demonstrates to my mind that if a pneumatic tire could be built to stand up under the terrific strain and wear of truck service, truck maintenance cost for repairs and replacements could be cut down to a minimum, with the natural reduced cost per ton mile, and the life of a truck could be increased 300 or 400 per cent."

"I have seen a great deal of army truck service along the Mexican border and with Gen. Pershing's army beyond the border into Mexico, where roads are the exception and not the rule, and I have never seen superfluities as these tires stood up to. We went through hundreds of miles of twelve to fourteen inches of soft clay and secured ample traction. We went other hundreds of miles over roads of intermixed mud and sharp stones, and the tires stood up to this. There were still more hundreds of miles over the cracking heat of Texas desert, and even this had little or no effect on the tires. And when we did not have to encounter mud, sharp stones and heat we were crashing through bridges and fording rock bottomed streams."

"Under such unprecedented conditions these tires not only stood up well for pneumatics, but did better, if anything, than solids could have done."

**Prices Are Going Up,
Says Hudson Head**

War, Increased Costs And Material Shortage To Affect Motor Industry Soon

"As a result of the war and the increased cost and shortage of material there is hardly a question that the price of automobiles will advance within the next few months," says Harry S. Houp, president of the Hudson Motor Car Company of New York.

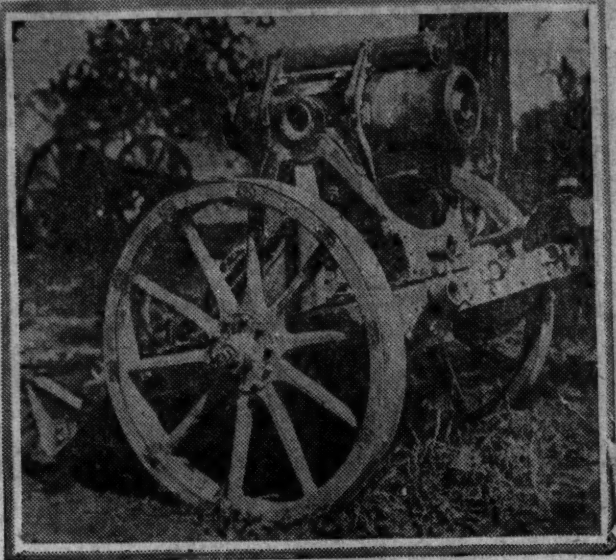
"Never again, or at least not for some years, will motor cars sell for as little money as they do today, and the wise man should take heed and buy his car now."

"When manufacturers bring out their fall models the public is going to be awakened. So far manufacturers have advanced prices only under pressure. But in the meantime they have been studying the world situation and next year's cars will be priced and built to anticipate world conditions. In plain English, prices will be high enough to play safe, or if prices are not advanced cars will have to be cheapened to offset increased costs."

"This simply means that the car buyer now has a chance to get more for his money than he possibly can have a few months hence."

"Of course there is the bright side to the public's lack of foresight. If everybody realised the wisdom of buying now the factories would be overwhelmed with orders and production would not be able to keep pace with the demand. Yet we feel it our duty to warn car buyers of their present opportunity. If they don't all take advantage of it, if they tell themselves that these warnings are only an attempt to stampede them into buying cars, it is not the factory's fault and our consciences are clear."

New Style German Mortar Captured By French



An interesting new style of German mortar, captured by the French in the Alsace district.

King 8 Passes The Test

Thousands of men in America today are interested in passing the Government test for physical fitness. At the same time the automobile is passing before the searching eyes of army experts in a different kind of test to determine its usefulness in army operations.

A regular King 8 standard chassis carrying an armored body recently went through the big test before being accepted by the Marine Corps. Major Frank E. Evans tells interestingly of the things the King 8 was compelled to do before it passed muster for army service. He says: "Among the tests to which the car was subjected was climbing a short 18 per cent grade over a rough cobblestoned surface with a full complement in its crew, and over a winding military road. The pilot of the car drove it up a sandhill leading to the same point over such obstacles as sunken boulders and holes with success, and then came a more gruelling test over the terrain of the Black Ravine, where army trucks had invariably come to grief. At the bottom of this ravine the car successfully negotiated a water filled ditch after a drop of four and one-half feet and climbed up to the crest of the opposite bank. In the speed test on the plain the car registered a speed of forty-five miles an hour."

"Following this test the car was turned over to Capt. Ellis and Williams for the trip overland to League Island Navy Yard. For a period of ten days the full board subjected the car to exhaustive tests, always with its suitability for rough expeditionary work in the foreground. The final report of the board testified to its entire fitness for the work in view. The operation of the motor was pronounced perfect, and, with the exception of minor changes in its details, the board reported to the Major-General Commandant that the car was suitable for any service that the corps might require of it."

To find its adaptability for transportation both by vessel and by boat the car was hoisted into a 40 feet motor sailing launch and lowered on to 2 inch by 12 inch joists placed fore and aft across the thwart. The boat was then beached, stern foremost, and the car was run ashore on a runway of planks. It was found that this operation could be further perfected by the attachment of hooks to the portable bridge by

which it was transferred ashore, the hooks to rest on the deck's stern and the bridges to be made of trussed steel rather than wood. These re-enforced bridges can also be made use of in the need to get the car over ditches that it cannot otherwise negotiate by its own power. On the car these trussed steel bridges, two in number are to be attached by brackets to each side of the corner so that they will answer as fenders, and a small steel seat will be fitted on each rear end. They will be 12 inches wide and 12 feet over all, according to the specifications imposed, and capable of sustaining 6,000 pounds, the weight of the car exclusive of personnel and ammunition being designated not to exceed 5,000 pounds. When the hooks of these bridges are placed over the stern of a launch they will clamp over it, being secured to the bridge ends in such a manner as to be easily dismountable.

The car can also be transported ashore in a 36 foot sailing launch, in rough weather the car will be lowered to the bottom of the boat to secure better gravity, and shear legs and a multiple block will bring it up to the level of the runway. The car was easily lowered and hoisted by the use of a sling of 6 inch manila hawser, 61 feet long, passing under the axles and fastened to a hook over the car. The advisability of using a wire sling was considered, as the breaking strain of the 6 inch circumference hawser, 30,000 pounds, is slightly less than the breaking strain of a three-quarter inch crucible cast steel hoisting line of the six strands, nineteen wires to strand or the five-eighth inch line of the higher plough steel construction. The manila sling was specified as being standard advance base material that is always available where a crane powerful enough to lift the car might not be obtainable. The sling is not stowed in the car, but it carries a steel towing cable 30 feet long which is capable of towing a 6,000 pound car over rough roads and hills, and in addition a conventional 40 foot steel cable Pull-U-Out for troublesome ditches. In the tipping test it was found that the car as designed could be so lifted by a crane that the two outer wheels were at a height of 30 inches off the ground before it lost its balance, and the tipping angle reached was 33 degrees.

essential to maintain a favorable public opinion of a product through thoroughly businesslike and fair relations between buyer and seller. This policy will be diligently pursued by the Chalmers organization."

Chalmers Used Car Plan

Another indication of the broad policy adopted by motor car dealers to cement co-operation and good will with the public is exemplified in a plan introduced by C. H. King, vice-president and general manager of the Chalmers Sales Company, Inc., in his used car department. The plan is inspiring considerable confidence on the part of prospective purchasers. Briefly, the plan is this: If a buyer selects a Chalmers 1915, '16 or '17 model and if for any reason he should not be satisfied with it after a week's trial, the company will refund the amount of the purchase price, provided the car at the time of its return is undamaged and in as good condition as when purchased, reasonable and ordinary wear excepted, and provided that it has not been used as a conveyance for hire.

"There are other features of the plan equally as interesting, which will result in close co-operation between the buyer and seller," says Mr. King. "Co-operation is the stepping stone to modern business success, and through it the interests of the manufacturer, the distributor and the buyer become closely allied and the proper development of business relations is thereby established. Some day the buyer of a used car will be in the market for a new machine, and invariably he will choose the make with which he has had experience and satisfaction. That is why the Chalmers used car plan is broad and why it is our aim to please. To the manufacturer and to the dealer good will is a most valuable asset which, once built, cannot be destroyed. Hence it is

Auto Exports On Increase

The year before the war began European manufacturers exported \$80,000,000 worth of motor vehicles, passenger cars and trucks, to South America, Africa, Australia and the far East. Within the last few months the United States has been beginning to get its share of this business.

In line with this development, the Packard Motor Car Company has re-organized its export department, with Fred Cardway as manager. Cardway last winter made a trip to South America and surveyed the possible market for American automobiles. He established dealerships for Packard cars in Rio de Janeiro, Buenos Aires and Montevideo. On the same trip some dealerships in the West Indies were organized.

"Since America's entry into the war the Packard's business has shown a substantial increase," says Cardway. "Spain leads all foreign countries in the amount of Packard sales, though Brazil and Argentina are making rapid strides. In the last few months the West Indian countries have been sending in orders for both trucks and passenger cars."

"If Packard business can be regarded as a barometer, business of American manufacturers with foreign countries, not including those now at war, is not as usual, but increasingly better."

Cardway expressed the belief that the volume of foreign business with countries not at war will be much larger this year than at any time since the beginning of the war.

CAMPING ON WHEELS A WONDERFUL THING With Tent And Equipment You Get Full Joy Of Motoring

By T. M. H. Von Keler Of The
Countryside

Careful and conservative estimates of the number of touring parties who will spend from two to six weeks "motor camping" this year place it at about 100,000. That is to say, despite the war and despite all other handicaps, nearly half a million Americans will this year spend their vacations in the woods and mountains, living out of doors instead of in the hotels and summer resorts. This may be a sad blow to the hotels, but it is worth millions of dollars in health and enjoyment to the motor campers.

"Camping," in the true meaning of the word, is perhaps a bit strenuous for the average American, handicapped by years of indoor activities; it is certainly too strenuous for the vast majority of women and girls. But the modern variety, correctly described as "motor camping," holds no greater hardship than an occasional tramp through the woods, for the automobile motor itself does the hard work, and the body of the car acts as a protector against the whims of the weather man. Moreover, the carrying capacity of the modern automobile permits the enjoyment of luxuries which the campers of bygone days never dreamed of.

An ounce of practical advice as to what to do and what not to do while on a camping trip is worth all possible theoretical and poetical effusion about the pleasures of motor camping; it is the business of the "motoring" editor to make this trip as free from disappointments and regrets for the readers of the Countryside as it can possibly be.

The amateur tourist is far more liable to err by taking too much equipment on his trip than, too little; to omit the really necessary things and load up his car with all sorts of odds and ends which he does not require at all.

In the selection of sleeping accommodations on a motor camping tour a great deal depends upon the familiarity of the campers with outdoor conditions. There are some people who can curl up under a thick blanket on the bare ground and be perfectly comfortable; there are others who shiver and stay awake even though completely enclosed in a warm, soft "sleeping bag" under a waterproof tent; and

there are still others who prefer to sleep in the car itself, the tonneau seats being removed and placed lengthwise to provide sleeping quarters.

Every one of the variations may be found within the average motoring party of four or five people. One will want to sleep in the car, one in a bag and others on and under blankets in a tent. Therefore a sleeping bag, a removable tonneau seat with the back of the front seat folding backward to form a couch and a couple of small cots are desirable on a motor camping trip.

Sleeping bags undoubtedly are comfortable, and they are a splendid protection against all crawling things that infest the ground, especially when the head is laid on a fairly thick pillow. Few insects will deliberately crawl over a sleeping man's face. In the absence of cots the sleeping bag certainly deserves first choice. The military preparedness wave of the past few months has brought into the market an unusually large selection of sleeping bags, tents, cots and other sleeping paraphernalia, adapted to military life, and therefore specially suited to camping trips in the woods.

Regardless of sleeping accommodations the camping party should have a large waterproof tent of strong construction as a protection against rainstorms. The body of the car itself, in the case of a motor tent, should be made to serve as a protection for the front entrance. If the weather is absolutely clear and there is no danger of a thunderstorm coming up the tent can be set up in a similar manner free of the car with the front flaps open to the sunshine and breezes, a collapsible pole taking the place of the top of the car in furnishing support to the front.

In choosing the practical type of tent best suited to a motoring party individual preferences of course must be consulted. Every tent, however, should have the following equipment: a waterproof floor covering, side and rear windows properly screened against mosquitoes and flies, front flaps which overlap and form a complete protection against rain entering through them, two or three small folding cots and at least one double blanket for every member of the party.

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AUTO SELF-STARTING SYSTEMS EXPLAINED

Expert Uses Two-Unit Method Of Starting And Lighting To Illustrate Principle Employed.

By William H. Stewart, Jr.

The subject of electric starters is extensive and cannot be discussed in detail. It may be said that there are many very efficient methods employed at present on different makes of cars. It is not the purpose of this article to discriminate against or elaborate upon any particular system or any particular method of starting and lighting, but rather to give a simple explanation of a two-unit system. This method employs two units, the electric motor and the generator. In the complete starting and lighting system there are other important factors, such as the storage battery, regulator, ammeter, starting switch, fuse box, starting motor drive, etc.

When the starting switch is pressed down by a pedal or some other device the electric circuit is closed between the battery and the six-volt starting motor located on the flywheel case. The current from the battery causes the starting motor armature shaft to rotate very rapidly. On the extension of the armature shaft is a hollow sleeve having a coarse screw thread cut on the outside. A small gear is screwed onto the sleeve and is free to move forward and backward when the sleeve is turned. The armature shaft drives the sleeve through a heavy coil spring, so the sudden starting of the armature shaft causes the gear to move backward along the threads until it meshes with teeth cut in the rim of the engine flywheel.

When the gear is fully meshed it comes up against a stop and then turns with the sleeve, thus allowing the starting motor to turn the flywheel, which cranks the engine. It may be noted that the coil spring furnishes a very flexible drive, which prevents the load being thrown on the starting motor too suddenly when the gear comes up against the stop and starts to rotate with the sleeve. As soon as the motor is started the flywheel gear then begins driving the smaller gear much faster than the starting motor could possibly drive it. This causes the gear to unscrew and move forward out of mesh, with the teeth on the flywheel, permitting the engine to run free. As soon as the foot is taken from the switch, which should be immediately after the engine takes up its cycle, the starting motor comes to rest.

Only two wires are used in the system, one from the starting switch to the battery, and the other from the switch to the starting motor. The circuit is completed by grounding the starting motor and the battery. The starting motor needs very little attention except to keep the collector brushes and commutator clean; also the bearings lubricated occasionally.

If the commutator becomes corroded or the brushes badly worn poor results will be obtained. Usually this instrument is so arranged that mud or dirt will not penetrate the vital parts. Proper lubrication is very essential, and an occasional inspection should be made for this, likewise for loose terminals which may be loosened by vibration.

The electric current for the lamps, horn, starting motor and ignition is drawn from the storage battery, which is kept charged by a simple six-volt generator. The duty of this is to generate current for storage battery and maintain it at the maximum point of efficiency at all times. If it were not for the generator, the storage battery supply would soon be exhausted, due to the amount of current constantly consumed by using the ignition system, the starting motor and the lights.

The generator is so designed that when the engine is running an ample supply of current is generated for the purpose needed, without drawing from the battery. However, since the motor is subjected to great speed variation, some regulating device is necessary to control the current output. For this purpose a regulator is attached, which automatically cuts in or cuts out the circuit as needed. This is a simple device, which, when once adjusted, seldom needs attention, and is usually located behind the dash. Likewise, a current indicator is also provided, which serves to silently inform the operator as to how much, if any, current is being generated while the motor is running, or consumed when the motor is idle. This instrument is usually located on the dash, in plain view of the operator.

Then again, the fuse box and lighting switch constitutes another important factor. Switches, of course, control the current to the various lights similar to any ordinary electric lighting switch. At the fuse box will be found several fuses controlling the various electric circuits, such as for the headlights, the side lights, the rear light, the horn, etc. These are installed as a means of safety in the various lines to prevent injury to the battery or instruments should short circuits occur. With a fuse installed a short circuit may take place, but the overload will cause the fuse to "blow out," thereby opening the circuit automatically.

The much emphasis cannot be placed upon the proper care of the storage battery. The efficiency of the electrical system depends upon it. The cells of the battery must be kept filled, or rather plates of such cell must be kept covered at all times with electrolyte. Likewise the battery should be maintained in a fully charged condition at all times.

Movie Actress On Cycle Tour

New York, June 3.—Motorcycle riders everywhere will doubtless be deeply interested in the trip now being made by Miss Ruth McCord, of the Ince-Triangle films, to the four corners of the United States on an Indian Power plus motorcycle shod with Goodyear Blue Streak tires.

CITY	ARRIVE	LEAVE	THEATER
Stockton	June 9	June 10	Lyric
Sacramento	June 10	June 12	Liberty
Portland	June 14	June 24	Columbia Sunset
Tacoma	June 25	June 26	Colonial
Seattle	June 26	July 5	Liberty
Everett	July 5	July 6	Orpheum
Bellingham	July 6	July 7	American
Spokane	July 8	July 9	Liberty
Butte	July 10	July 11	American
Pocatello	July 12	July 13	Orpheum

San Diego, Cal.—With all the pomp and ceremony possible Miss Ruth McCord, the new Triangle Girl, made her first stop in her drive to the four corners of the United States on an Indian motorcycle. After a royal reception accorded her here, Miss McCord and Mayor Wilds of San Diego escorted by a host of motorcycle enthusiasts and friends drove several miles southward where the first Indian-Triangle monument was erected.

Mayor Wilds turned the first spadeful of earth, while over 300 motorcycleists and friends of Miss McCord gave a regular cheer for this plucky little lady. Not alone was the motorcycle fraternity well represented but many of the Triangle stars were among the assembly.

Representative of the Indian factory present were E. Lebell, secretary and treasurer of the Pacific Motor Supply Co., of Los Angeles, Cal., Mr. Urquhart and Mr. Nordin, also John J. O'Conner, editor of Pacific Motorcyclist, was one of the guests at the first stop, and Lieutenant Edward L. Hoffman, of the aviation section signal corps, stationed at San Diego.

Among the Ince-Triangle stars to bid Miss McCord Godspeed on her long pilgrimage were William S. Hart, Charles Ray, William Desmond, Enid Bennett, Dorothy Dalton, Olive Thomas, Louis Glaum, Clara Williams, Bessie Love, and Bessie Barriscale.

Miss McCord's motorcycle trip will take her to the four corners of the United States and will cover about 25,000 miles. During the trip she will visit many hundreds of moving picture houses and all of the Indian dealers en route.

How The Motor Car Helps The Railroads.

Railroads throughout the United States have been enabled to reduce their passenger service largely because of the increased use of automobiles for summer travel, for commuting, and for business trips, according to James Newton Gunn, President of the United States Tire Company.

"In order to relieve freight congestion," said Mr. Gunn, "the railroads are throwing aside all competitive barriers and are reducing superfluous passenger service. Automobile owners are proving of great assistance to the nation by co-operating with the railroads in using motor cars for travel and transportation wherever possible."

"Some years ago the automobile as a means for travel and transportation was almost negligible. Today with the present state of automobile efficiency, splendid roads, and the great durability of tires, the motor car has become a vital force in the nation's life. Because of this fact and co-operation of car owners, the railroads are better able to carry on their work. For some time the freight car congestion has been a great handicap to the industrial and economic life of this country. But now the railroads are bending every effort for the relief of that condition. With automobile owners contributing their share, the whole scheme of transportation should become a question of nation-wide patriotic co-operation."

Two Cars A Minute!

During May the Ford Motor Company built 83,616 cars, averaging 3,216 a day or better than two a minute. May 19, was the biggest day of the month, when the output reached 3,496 cars. On June 14, the two-millionth model T Ford engine was built.

The Willys-Overland Company, the second largest producer of motor vehicles, in May manufactured 14,015 cars. For the first six months of the year the production will doubtless have reached 100,000 cars.

The Maxwell Motor Company produced and shipped 10,000 cars during May, a new record. On several days the shipments reached 500, the record daily output, however, being 626 cars.

ARMY ORDERS DODGES

A total of eighty-three Dodge Bros. cars has been ordered from the Colt-Stratton Company for the United States Army in the past three weeks.

This is one of the largest orders ever received by any New York automobile dealer from a single customer.

In addition the Colt-Stratton Company reports another army order for Dodges for the New York State Militia.

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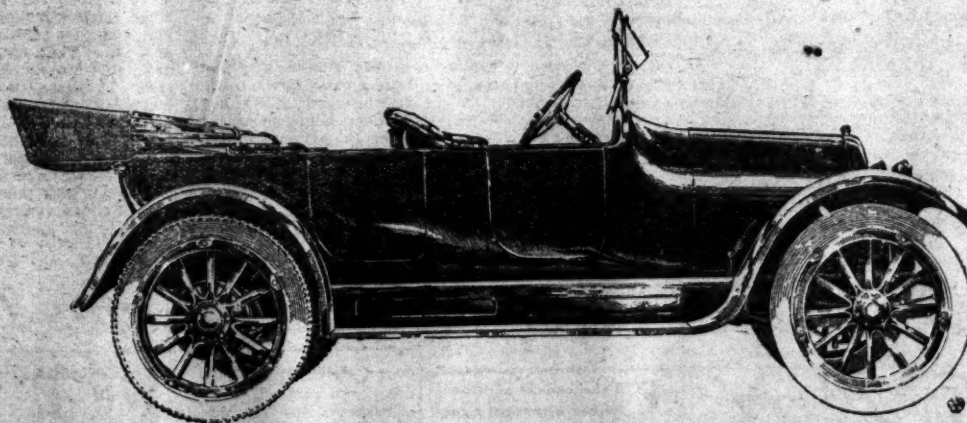
An industry is as great as its service to the public. The Overland established a new value in motor-cars—this was a service.

Growth came as a reward of this service, and with growth came opportunity for further service.

Today's immensity means experience, facilities and resources, plus the public confidence, which gives these things stability for yet greater service.

The Overland ideal of service is integrity of value in the product throughout the whole life of that product's service.

The Overland Motor-Cars exemplify this ideal and constitute the most comprehensive line of cars ever built by any one producer.



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New Things Every Woman Ought to Know



How to Keep Well When You Travel

BEWARE of the hegulements of the lengthy train and hotel menus, and eat frugally of simple foods. An overloaded stomach and rich, indigestible foods, by reducing resistance, do much to predispose one to taking "cold."

Be sure that your own plumbing is in first-class working condition. Look not upon the water when it is apparently pure and white if you know nothing of its history. It is very difficult to trace the source of infection in water. The large dilution of the organisms makes it difficult to find the dangerous germ, even with the microscope; hence waters that look pure, that are free from dirt, that sparkle, that taste well, are not generally considered dangerous; yet it is such waters as these that the seeds of disease and of death are often carried. Bottled waters, especially the mineral

waters that come from great depths, are less apt to be contaminated.

Arm yourself with a simple atomizer containing an oil spray consisting of two fluid ounces of Russian petroleum, twenty minims of oil of eucalyptus, and ten grains each of menthol and camphor (any drug-store can furnish it) and a mouth-wash, such as peroxide of hydrogen, or borax, and use both thoroughly, night and morning.

Fight for fresh air day and night, as though your life depended on it—to a large extent it does.

No immunity from "colds" and contagion is "guaranteed," even if this quintuple precaution is taken, but it MAY help to make your Summer vacation trip on land or water truly the "bon voyage" that your friends so often futilely wish for you.



Dr. Wiley.

Dr. Wiley's Question Box

WON'T you please tell me just how to make a brine to keep butter in?—BLANCHE M.

I do not think that you would be successful in putting butter down in brine. It would make the outside of the butter so soft that you couldn't eat it. Butter is packed in tubs and kept in cold storage, and in this way it keeps reasonably well. I believe you would not be successful in trying to keep it in brine. A five or ten per cent solution of brine would probably be strong enough if you wanted to try it.

Is bread made of whole wheat flour, milk and almonds with olive oil or butter as dressing a well balanced ration?—A. H. M.

Yes, although it contains a little excess of fat. Eaten with plenty of fruits

and succulent vegetables it would make a wholesome, well-balanced diet.

HOW should I pack ripe tomatoes in salt for the winter?—B. M. M.

I do not think that ripe tomatoes could be kept in salt through the winter.

I UNDERSTAND that some years ago the Government made extensive tests in the digestibility of food by having persons eat certain things and later pumping them out of the stomach. Has this information been published in book form?—F. P.

Extensive experiments were made by me on young men, covering a period of

about five years, from 1903 to 1907. These young men were fed good, wholesome foods and at certain stages preservatives and coloring matters were added thereto and the effects which were produced were observed and tabulated. Altogether seven complete sets of experiments were made. Two were refused publication. The other five are wholly out of print. Certain vested interests were not satisfied with the results which I found and secured the abolition of my experiments. They turned the whole matter over to another board, called the Remsen Board, who repeated my experiments and in some cases obtained different results. Whether the results of the Remsen Board's experiments are available I do not know. You can find out by writing to the Superintendent of Documents, at Washington, D. C.

WHERE can I obtain genuine graham flour?—MORRISON.

True graham flour is put out by the following firms: Ballard & Ballard Co., Louisville, Ky.; Great Valley Mills, Paoli, Pa.

This is the Law

I BOARD with a member of the New York Bar. magazine has continued to come. Now I am threatened with suit for five years' subscription. Am I liable?—MRS. R. J. N. JERSEY CITY, N. J.

This question does not seem to have been passed upon by the New Jersey courts, but elsewhere it has been held that an individual who receives, accepts and makes use of a magazine is liable for the subscription price, even though he does not expressly subscribe for it. To avoid liability it is necessary to refuse to accept the periodical or to show in some other manner that it is no longer desired.

I AM married, but haven't lived with my wife for five years, and don't know where she is. I heard at one time she was dead. Am I free to marry again?—HENRY D. NEW YORK.

As has been previously explained in this column, a person whose husband or wife is living is guilty of bigamy if she or he marries a second time, unless (a) the first husband or wife has been absent for five years successively without being known by her or him within that time to be living, and (b) believed by her or him to be dead. It would not be safe to marry again on the mere conjecture that one's former husband or wife, who has been away for more than five years, may be dead. The second marriage must be based upon a "belief" that the first spouse is dead.

FIVE years ago I paid for one year's subscription to a religious magazine. At the end of the year no money was sent, but the undesired

Good To Eat

Corn Meal Griddle Cakes.

ADD one-half cup of corn meal to boiling water, boil five minutes and turn into bowl. Mix and sift 1½ tablespoons baking powder, 1¼ teaspoons salt and 1-3 cup of sugar and add together with 1¼ cups milk. Then add an egg well beaten and two tablespoons melted butter. Cook same as other griddle cakes.

One Egg Cake.

CREAM ¼ cup butter thoroughly. Add ½ cup sugar gradually, beating constantly. Then add 1 egg beaten until light and lemon colored. Mix and sift 1½ cups flour with 2½ teaspoons of baking powder. Add alternately with ½ cup of milk to first mixture. Bake in well buttered muffin or layer cake tins. (Butterine may be substituted for butter) Cover with chocolate icing.

Spiced Tomatoes and Celery.

CUT off roots and leaves of six bunches of celery, separate, wash and chop stalks. Wash, and peel and chop 15 tomatoes. Wash and chop 1 sweet red pepper. Mix 1 cup sugar, 2 tablespoons salt, 1 teaspoon mustard, 1 teaspoon cloves, 1 teaspoon allspice, 1 teaspoon cinnamon, 1 teaspoon celery seed with 1½ cups mild vinegar. Combine this mixture with vegetables. Put in preserving kettle, bring to boiling point and let simmer 1½ hours. Fill jars to overflowing and seal. This is unusually good.

Casserole of Beef.

CUT cold roast beef in small cubes. There should be about 4 cups. Put in a casserole dish and add left over gravy and some water, enough to make about 2 cups of liquid in all. Then add ½ cup of celery cut in small pieces, one carrot cut in cubes, one onion and one tomato and salt and pepper to taste. Cover and bake one hour. Then add one cup of peas and one cup potato cubes which have been parboiled in boiling salted water. Again cover and cook about thirty minutes.

Economical Menus for the Week

FOR the benefit of housewives who want appetizing, healthful and economical meals, but who are tired of serving the same old combinations over and over again, the accompanying menus have been prepared especially for this newspaper by Miss Mary Lee Swann, a member of the faculty of the Barnard School of Household Arts.

MONDAY	TUESDAY	WEDNESDAY
Breakfast. Baked Apple Top Milk Cream of Wheat and Cornmeal (half and half) Toast Coffee	Breakfast. Egg and Tomato Omelet Corn Sally Luncheon Coffee	Breakfast. Cherries Broiled Tomatoes Whole Wheat Popovers Coffee
Lunch. Scalloped Potato with Cheese Graham Bread Butter Sliced Peaches	Lunch. Baked Stuffed Tomatoes Gluten Bread Nut Margarine Marshmallow Ginger Bread	Lunch. Noodles Baked with Peanut Butter Radish and Cress Salad (French Dressing) Iced Gingerbread Custard
Dinner. Creamed Hash (left-over meat) With Rice Spinach Sliced Tomatoes Cherry Pudding with Lemon Sauce Coffee	Dinner. Spinach Soup (made with liquor reserved from Monday dinner) Roast Chicken (corn bread stuffing) New Onions, Boiled with Tops Peach Snow	Dinner. Chicken (left over) Creole Style, Boiled Rice Border String Beans Buttered Beets Peach Ice Cream Ideal Sponge Cake
THURSDAY	FRIDAY	SATURDAY
Breakfast. Berries Hominy Top Milk Bacon Curls Toast Coffee	Breakfast. Poached Egg on Toast Rice Waffles Honey Coffee	Breakfast. Sliced Peaches Top Milk Creamed Dried Beef on Toast Coffee
Lunch. Vegetable Salad Cooked Cream Dressing Crackers Chocolate Custard Coffee	Lunch. Banana and Peanut Salad (Mayonnaise Dressing) Finger Rolls Iced Coffee Dinner	Lunch. Fish (left over) and Potato Balls Tomato and Escarole Salad Bran Bread Butter Individual Custards Coffee
Dinner. Baked Fish Potato Border Stewed Tomatoes Cucumber and Endive Salad Cherry Pie Coffee	Dinner. Veal Chops en Casserole Lettuce and Asparagus Salad Strawberry Shortcake Half Cups Coffee	Dinner. Cold Roast Beef (prepared Saturday) Gravy (reheated) Creamed Potatoes New Peas Heart Lettuce, French Dressing Peach Cabinet Pudding Supper
Supper. Riced Potatoes Boiled Onions Tomato and Endive Salad French Dressing Apple Roly Poly	Supper. Vegetable Salad Bread Sticks Iced Tea	

CAN the leaves of rhubarb be used as greens, like spinach?—MRS. L. N.

Recent investigations by the Department of Agriculture have shown that the leaves of the plant, of rhubarb, have a decidedly poisonous effect upon some people. It is very much the same as poisoning from lily or oak; some persons would be susceptible while others would not be affected at all. It has been decided, therefore, to issue a warning against the use of rhubarb leaves as greens. There are so many other greens available which will give you the needed mineral substances in your foods that it is much safer to use only those about which you are certain. There is soon to be issued from the Department of Agriculture a very valuable pamphlet on canning, No. 889, which will treat this subject in full. I would advise you to send for this valuable publication at once. It is free upon application to the States Relations Service, Department of Agriculture, Washington, D. C.

yeast is more wholesome than bread made with baking powder. The yeast itself contains large quantities of vitamins, which are very important and for that reason I think it is to be preferred to baking powder, which leave a residue of a mineral character and a laxative nature in the bread. Sometimes such a residue is advisable, but as a rule the continual injection of mineral laxatives is not desirable.

PLEASE tell me where to get the Bulgarian bacillus and how to use it in souring milk.—JOSEPH C.

It is probably difficult to get the active Bulgarian bacillus in ordinary trade. Long keeping of the bacilli will retard their activity or even kill them. It is important to get the cultures fresh. Among other manufacturers are the Franco-American Ferment Company, Nos. 124-126 West Thirty-first street, New York; the Mayalac Laboratory, Rockford, Ill., and the Vitalab Laboratory, Brookline, Mass. The method of souring the milk is to pour the sweet milk over the coagulated bacilli, stir it well and set it aside at a temperature of between 60 and 70 degrees. In a few hours the souring of the milk is completed. When a portion of the soured milk is used add more sweet milk and set aside as before. This can be continued until the flavor of the milk is impaired, when a fresh culture must be procured. Just before using it can be placed on the ice.

ARE the greens from young white turnips edible and nourishing?—MRS. G. B.

Greens from young turnips are not only edible but very delicious. They are not quite as good as spinach, perhaps, which is one of the best foods of this character for children. Spinach has plenty of iron and minerals, is wholesome and tends to prevent acidosis in a child, that is, an acid condition of the tissues and lymph and even of the blood. Both turnip tops and spinach have little food value, but are rich in vitamins and minerals.

WHICH is better for making bread or porridge, the bolted or the granulated corn meal?—MRS. GEORGE D. T.

I would ask for the whole cornmeal, unbolted, containing the germ and bran entire. Granulated cornmeal may be degerminated and hulled just the same as bolted cornmeal. For brands of good grade cornmeal I would refer you to our book "1001 Tests." These goods have been analyzed by the Good Housekeeping laboratories and the results of the analysis given in "1001 Tests."

WHICH is the more wholesome, bread made with yeast or with baking powder?—MRS. A. H. M.

In my opinion good bread made with

Making Your Housework Easier

By Mrs. Christine Frederick
The Distinguished Household Efficiency Expert.

IT seems to me I am always grating my fingers when I prepare chocolate, cocoa-nut, etc. Isn't there a grater better than the kind you hold in your hand?—EDITH F.

Yes, there most certainly is. There is a good stationary grater fastened with a clamp to the table, which looks like a meat chopper. It is a little revolving barrel with perforations, and you fill this with your lumps of chocolate, cocoa-nut, etc., turn the handle and out pours the finely ground food. It is neatly enameled and made, and is an attractive addition to any kitchen.

WE are all fond of picnics in Summer, but in spite of my care the food seems to become muddled and unattractive. Can you suggest a way of avoiding this?—ALICE B.

The packing of the basket and its success will depend on the care with which you separate the different contents. You will have to use a good deal of paper or paper plates and not try to get too many things into the same bundle. One good way is to pack the plates for one person separately. That is, instead of putting, let us say, a meat loaf into one package, cake into another, sandwiches into another pile, arrange in advance as many plates as you have persons, and on the plate lay a section of loaf, sandwiches, etc. Pack and cover each with paraffine paper and tie separately, so that each person will have his picnic plate ready when the time comes to open the basket. The use of plates between packages of sandwiches, and the use of paper in separating pieces of cake will all be helpful. Tin boxes are nice in which to carry sandwiches. These may be obtained at small cost in sporting goods and other departments. Often a lunch kit can easily be made at home by using an inexpensive fiber box and filling with the right size enamel plates and spoons, forks, etc., of cheap quality. There is now also to be had an automobile camping cabinet, which consists of a knocked-down cabinet

and table with a little stove on which cooking can instantly be done, foods prepared and supplies kept. The whole can be folded back into a very small space when not needed. It would, of course, pay only for a great deal of camping or autoing.

WHAT is the correct height for my kitchen table? I am short (less than five feet) and the table and all surfaces, for that matter, are always too high.—MRS. O. R. F.

The surest method of getting the correct height—which means simply the most convenient height for you to work at, is to stack some boxes or other articles on a chair until they reach a height which enables you to handle articles placed on them with ease, without strain, bending, stooping or stretching. Here is a table of heights I worked out:

Height of woman.	Height of working surface.
4 feet 10 inches.	27 inches.
4 feet 11 inches.	27½ inches.
5 feet.	28 inches.
5 feet 1 inch.	28½ inches.

—and proportionately higher, so that the woman who is 5 feet 10 will require a working surface that is 33½ inches from the ground. However, there are exceptions to this rule, as in the case of the woman who is exceptionally short-armed, or short-waisted, and so I suggest that you make a tryout before cutting down or building up your working surface.

My husband says he will get me a washing machine if I will tell him what kind to get. Shall I get a hand or electric?—MRS. R. S.

The choice of a machine will depend first on the size of your family, second whether you have current, and third, the amount of money you can spend. If you have current and can afford it, an electrically operated washer is by all means the most permanent investment. There are many good hand washers which give good service if understood. Let me tell you, there are four kinds or types of washers. The "Dolly," which has a revolving milk stool disk in the centre to pound the clothes. Second the vacuum type, generally made with combs or poles, which press down over the clothing and both rub and suck dirt out. Third, the rocking type, which throws the clothes from one side of a tub violently to another. And the fourth, or cylinder type, which consists of two tubs, one within the other, in which the clothes are alternately revolved, and through which air is forced at a high pressure. The "Dolly" type is perhaps the hardest on the clothes. A copper tub is preferable to a tin, or even wooden tub. If possible, have the washing machine connected with your regular plumbing, to save lifting and emptying water. I shall be glad to give you further details if you write.

You Might Try

To Brighten Oil Paintings.

SPONGE with pure soap and lukewarm water and dry with a cloth. Apply sweet-oil with a camellia skin.

Cleaning Steel Buckles.

UNSLAKED lime if left for a short time on buckles, outions or beads made of steel will clean them beautifully.

Ammonia on the Chafing Dish.

AMMONIA applied with a soft cloth is extremely effective in removing the green and blue stains made by the alcohol lamp on a chafing dish.

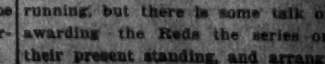
A Bicycle Pump on the Venus de Milo.

IF you have a large marble bust or statuery of any kind, there is nothing that will so effectively remove the dust from the crannies as an old bicycle pump.

Adhesive Plaster on Ivy.

IN training vines around a pillar or post, where you cannot use strings, use small strips of adhesive plaster on the young tendrils to coax them where you would like to have them grow.

By TAD



ing a three game meeting between the Reds and the Blues for the club championship, the latter having won the first series this season.

This afternoon there will be a game between mixed teams of landmen and sailors, the nine being chosen on the field. Game called for 3 p.m.

Yesterday's score:

Blues	ABRHHFOAE
Turner, 2b, p.	4 2 1 2 2 1
Tinkham, 2b, p.	6 4 3 4 2 2
Duffy, c.	1 0 3 4 2 2
Wilhoit, ss, p.	6 4 3 2 1 1
Hadley, p, 3b, cf.	5 1 1 2 3 0
Bunn, 1b.	6 2 3 7 1 2
Correa, 1b, 2b.	6 1 1 2 0 1
Osorio, cf.	6 0 0 0 2 1
Chino, cf, lf.	0 0 0 0 0 0
Total	44 15 15 24 21 10

Reds	ABRHHFOAE
Woods, 2b.	4 3 3 0 3 0
Bills, 2b.	6 2 2 4 4 0
Leonard, ss.	6 2 2 1 4 1
Roberts, c.	6 2 1 3 0 4
Sokoll, 1b.	5 2 3 12 0 1
Porterfield, p.	6 4 3 1 2 2
Pomeroy, cf.	6 2 4 1 0 0
Blanco, 1b.	5 2 2 0 0 1
cf.	0 0 0 0 0 0
Total	44 21 19 27 13 9

By Innings:

Blues: 1 0 3 5 1 1 2 0 2=15

Reds: 1 1 3 0 5 2 6 0 2=21

Home runs—Leonard, Bunn, Wilhoit, Porterfield, Bills, Pomeroy.

Three base hit—Wilhoit. Two base

hits—Wilhoit, Tinkham. Sacrifice fly

—Duffy. Stolen bases—Turner, 5;

Woods, 2; Roberts, Sokoll, Porterfield,

Blanco, Tinkham, Wilhoit, Hadley, 2

each; Bills, Pomeroy, Duffy, Bunn,

Correa, Osorio. Double plays—Hadley-

Turner. Struck out—by Porterfield,

7; by Tinkham, 1. Bases on balls—

off Porterfield, 5; off Tinkham, 2; off

Hadley, 1. Hits off Hadley—13 in 5

innings; off Tinkham—3 in 2 innings

(1 out); off Wilhoit—2 in 1 inning.

Wild pitch—Porterfield. Passed balls

—Duffy, 2; Roberts. Hit by pitched

ball—Turner.

Umpire—Logan.

NO TRUMP DOUBLE

AT ROYAL AUCTION

Three Classes Of Hands In

Which Different Courses

Are Called For

New York, July 1.—Among the nic-

est of modern auction is the insistence

by good players that no bid shall have

a double meaning. It naturally follows

that no double should have a double

meaning either.

Before Major Patton the president of

the Knickerbocker, suggested doubling

a no trump second hand the only

choice at the disposal of the second

hand was to go two no trumps or to

name a suit.

Major Patton's double called upon

the fourth hand to declare his longest

suit. It did not contemplate letting

the double stand or bidding two no

trumps. These are later refinements.

The modern idea is that the double

should show something more than

strength; it should indicate distribu-

tion or the character of the hand.

Before a player doubles a no trump

second hand there are two things to

be considered. One is the strength of

the hand itself, as the original de-

clarer's strength may lie anywhere

within a wide range. Whitehead thinks

14 values the minimum, unless the bid

is to the ace, which is a further com-

plication unnecessary to consider at

present. The other element to con-

sider is the distribution.

The first course open is to pass and

beat the no trump or at least pass

the pame. This requires the type of

hand in which there is one good suit,

headed by three honors of some kind

in sequence, which can probably be

established in time to make several

tricks in it.

The second course is to double, in

order to get the partner's assistance

in picking a suit for the trump. This

has the advantage of uncovering any

A bid the diamonds over the no

trumper, on the old fallacy that a

singleton adds to the strength of the

declarer's trumps.

The correct bid for A is to pass, be-

cause, although he has the strength to

justify a double, he has also a good suit

to lead and does not really need his

partner's assistance in telling him

what to do. In spite of Z's strength

and his partner's help, he could not

make the odd at no trump and was

fortunate in preventing B from making

a club trick.

Here is a hand of the second class.

H—6

C—8 7

D—K Q J 9 3 2

S—K 8 2

H—A J 10

C—K Q 6 2

D—A 10

S—Q 10 6 3

H—K Q 5 4

C—A J 5 3

D—7 6

S—A 7 4

Z dealt and bid no trump. A doubled

and Y at once bid two diamonds in

order to indicate a lead before B made

it too expensive to do so. When a good

player anticipates a take out in this

manner, his partner should be able to

rely on him for a suit well worth show-

ing. It is no place for weak bidding.

B passed, as he did not feel that

his heart suit was worth showing un-

less he was forced to it. But when Z

went to two no trumps B bid the

hearts as a last effort to save the game

or push Z beyond his depth. This did

not deter Z from going to three no

trumps, which he made.

In this deal the declarer and his

partner have unusually strong hands.

Give B the cards that are in Y's hand

and the answer to the double will be

three diamonds, and at diamonds it is

a game hand, as a trick in each of the

black suits is the limit for Z's defence.

Here is a hand played at three differ-

ent declarations, after Z had started

with a no trump bid.

H—Q J 10 4

C—7 5 3

D—Q 6

S—9 7 6 3

H—A 5

C—K Q 2

D—A K J 9 4 2

S—A 8

H—K 8 6

C—A 10 8 6

D—7 5

S—K J 10 5

At two tables A doubled and B bid

the hearts, making just his contract,

with four honors against him. The

opening at one table was the short

diamond suit; at the other the spade

suit. At the table A bid the diamonds

and made four odd.

At the two tables at which A bid two

no trumps over Z's one no trump, he

went game as all Y and Z could make

was the three heart trick and the ace

of clubs, one of Z's discards being the

king of hearts, after B had discarded

that suit twice.

S.C.C. Score Big

Win Over Police

(Continued from Page 1)

T. Main, did not bat

R. A. Donaldson, did not bat

Extras

Total

Bowling Analysis

O. M. R. W.

H. Langley

W. J. Monk

School For Card Players

Pinchle

J. C. F. says: The bidder plays

without discarding for the widow.

What is the penalty?

No penalty, because the others

should have seen there was no

widow on the table before they

played.

E. T. B. says: Playing three hand

A first melds trump marriage and

then adds the ace, ten, jack for 150.

This makes the five cards worth

150. Is this correct?

Yes, that is the way it is always

melded.

M. N. says: Clubs are trumps

when A leads king of diamonds. B

trumps it. C holds ace and jack of

diamonds and plays the jack. A

lets he must beat the card led.

The rule is that the player must

win the trick if he can. This is im-

possible if it is trumped, so C is not

obliged to play the ace.

G. M. says: A gets the bid but

draws only two cards in the widow,

pelitors for this event are requested

to send in their names to Mr. W. F.

Hamlin, honorary secretary of the

Shanghai Amateur Swimming As-

sociation. There is no entrance

fee. There will be three prizes for

the first three men home, while in

addition the Association will present

each competitor who completes the

distance with a certificate on

yellow. Each competitor must be

accompanied by a friend in a sampan

following him, and on the Judge's

launch a doctor will be attendance

in case of any mishap.

No assistance may be given to any

swimmer during the contest, or he

will be disqualified. It is satis-

factory to note that this event has

been resumed. It was a pity to let

the series of annual long-distance

competitions lapse. Three were held

in 1906, 1907 and 1908, already and

proved most interesting, some score

or so competitors taking part of

whom at least half completed the

distance, and it is hoped that the

sequence will not henceforward be

interrupted. As the race is swum

with the tide, the entire distance—

some 5 1/2 miles—takes only about an

hour to negotiate.

Great keenness is being evinced in

the outcome of this year's champion-

ships, especially the 100 and 250

yards, when Brodie, Meara, Re-

medios and Tiffin are expected to

have a ring-dong struggle—in ad-

dition to several other speed men.

Brodie has gone up to Dally for the

sea trip to improve his already ex-

cellent condition, and to get in a

little salt water practice, while the

others are all training assiduously in

the local tanks.

In spite of there being no inter-

contest this year, the activities of

the Shanghai Amateur Swimming

Association have been most marked.

Besides obtaining the Ewo Shield

for the Water Polo League, and the

Milkmaid Cup for the Diving

Championship, they are now

negotiating for a cup for the Long

Plunge Championship.

It is probable that the S. I. S. C.

will send over to them the Hong-

kong Cup for the annual water polo

match between the Rowing Club

and the S. I. S. C. As this is quite

distinct from the League games, the

S. I. S. C. will be able of course

to use such old-timers as W. Jones

B having one too many. Does A

draw one of 5's or is a misdeal?

It is a misdeal if too many or too

few cards are given to any player.

C. E. B. asks if it is necessary in

two hand for a player to take